# CYCLE NEWS®

America's weekly motorcycle newspaper

December 7, 1994: Number 48 (outside the U.S. $3.25) $2.50

## FUTURE SUPERBIKE?

## The Saxon Triumph 900

## TEST: 1995 KTM 250SX

# The Euro alternative

## TIMED REMEMBERED

**Gary Scott, Jay Springsteen, Kenny Roberts... a look back at the Grand National Championship battles of the mid-70s**

TIME DATED MATERIAL MAILED NOVEMBER 29, 1994

# IN THE WIND

**Jim Neese** (Hon) earned the Dunlop Silver Tire award for being the highest-placing Expert at the 23rd Annual Florida Winternational Olympics at Gatorback Park in Gainesville, Florida, on November 26, an event that attracted some 3200 entries from 41 states and eight countries. **Ricky Carmichael** (Kaw) won the AXO Bronze Boot award for his efforts in the minicycle classes while **Brock Sellards** (Kaw) won the Scott Golden Goggle award for the best performance in the youth division.

According to team owner Rob Muzzy, **Scott Russell** will definitely be aboard a Muzzy Kawasaki for the 1995 World Championship Superbike Series. Muzzy said that reports of a high-ranking Kawasaki official visiting the Promotor Ducati team and telling them to stay away from Russell were, "absolutely innacurate and untrue." The high-ranking official turned out to be vice president of marketing Bob Moffitt, who was at the Ducati factory on a tour. "Absolutely nobody told them to lay off Russell," Muzzy said. "As far as I know, they did approach Scott with a large offer, but they never backed it up. Scott has a contract and that's all there is to it. I take offense to a lot of the things the Promotor guys have said."

According to **Harley-Davidson** road race team manager Steve Scheibe, rider prospects hoping to replace Miguel DuHamel will test the Harley-Davidson VR1000 during the team's test session at Daytona International Speedway on December 3-5. "I don't like to call it a test," Scheibe said. "We plan on having some people there to see what they think of us and what we think of them. This wasn't expected - we had a verbal agreement with Miguel (DuHamel) for some time. I'm sure we'll come out of this okay." Scheibe wasn't sure of exactly who would be taking part in the test as of Monday, November 28, but he said the information would be available on Tuesday, November 29. Speculation was that **Doug Chandler**, **Jimmy Filice** and **Dave Sadowski** would be the three riders joining **Chris Carr** at the test.

On Monday, November 28, **Doug Chandler** confirmed that he was one of the riders who would be testing the VR1000 on December 5. "I'm just going to go down there and ride it and see what I think," Chandler said. The former Cagiva factory rider said his other option may be to take over as Kenny Roberts' test rider for the Marlboro Yamaha team in Europe. "It's still up in the air," Chandler said. The Californian did say that any hopes of a Ducati World Superbike ride have been dashed.

The lineup for the **Dunlop tire test** scheduled for December 1-3 at Daytona International Speedway is an impressive one. Yamaha will be represented at the test by Colin Edwards III, Jamie James, Tom Kipp and All-Japan Superbike contender Waturu Yoshikawa; Kawasaki will have Scott Russell, Anthony Gobert, Pascal Picotte and Steve Crevier; Honda will bring Miguel DuHamel and Mike Hale, and Harley-Davidson will have Chris Carr and the mystery riders. Ducati's participation is now in doubt as the team is likely to defect to Michelin for the 1995 racing season. If the team does stay with Dunlop, Mike Smith will handle the riding chores on the team's 916s. Suzuki will hold a private test later in the month at Daytona.

**Michelin** will also be conducting a tire test at Daytona International Speedway, scheduled for the end of December.

**Jimmy Button**, who was recently dropped from Team Suzuki despite finishing second in the 125cc Eastern Regional Supercross Series, will race in Europe in 1995. Button will contest the 125cc Grands Prix on a Honda CR125 for the Italian Magic Bike team, which will receive additional funding from Bulba Suntan Lotion. "Hopefully, it's just a one-time deal, and I'll come back to the States next year," said Button. "I talked to some people at the Barcelona and Bercy Supercrosses, and (manager) Dave Stephenson took care of the rest." Button said that he will begin testing in January, and will most likely not ride the early season U.S. Supercross rounds, but thinks he will be competitive overseas. "I've raced against all those guys in the European Supercrosses, and there are only a couple of them who I'll have to beat. Hopefully, I can get the championship."

Former World MX Champion **Stefan Everts** crashed while practicing for the Japanese World Supercross round and broke his shoulder. The Belgian is not likely to race again until the Beucaire International MX on February 12.

**Davey Camlin** and **Larry Pegram** will contest the 1995 AMA Grand National Championship Series aboard **Skip Eaken**-tuned Harley-Davidson XR750s. Camlin, winner of the '94 DuQuoin Mile, spent the past season on the machines, while Pegram has previously ridden for Eaken several times throughout his career. Though Camlin will contest the entire 28-race series, Pegram will compete in only selected events - those that do not conflict with the AMA National road race schedule. On the pavement, Pegram will race for the Honda-backed Erion Racing team, contesting the SuperTeam and 600cc Supersport series, as well as several selected U.S. Superbike Nationals aboard the team's Honda RC30.

After breaking his leg in a motocross practice crash and sitting out the latter part of the season, Canadian **Steve Beattie** reports that he's healed up and ready for the '95 season. The 23-year-old Burlington, Ontario, resident will return aboard the Deeley's Harley-Davidson-backed XR750, and may contest the Harley-Davidson 883 series as well. Beattie is a two-time Canadian National Champion.

**Rusty Rogers** will return to the AMA Grand National Championship Series in '95, mounted aboard a **Bob Norfleet**-owned Harley-Davidson XR750. "I rode for Bob throughout my whole amateur career," said Rogers. "I'm really looking forward to racing for him again." **Carl Patrick** will spin the wrenches for the team, which is based in Richmond, Virginia. At the Daytona Short Track and Peoria TT rounds, Rogers will race a **Mike Owens**-owned KTM LC4 600.

Former enduro great **Dick Burleson** called the *Cycle News* offices to inform us that **Kent Howerton**, who rode a Honda XR600 to the 40+ Expert win at the White Bros. World Championship Vet Nationals, is sponsored by Thumper Racing (Burleson's company) - not Scotts.

**Denny Stephenson** has yet to ink a deal for the 1995 MX season but has been keeping in touch with the folks at KTM. Negotiations bogged down when Stephenson broke his right leg at an Arenacross last month. "Things are coming along pretty good," said Stephenson. "I had surgery to put in a rod and it (the leg) is healing well. It looks as though I'll still miss the first few races, though. I've been talking with KTM and things look pretty good there, but we'll just have to see what happens. I would think they'd have to make a decision soon." Earlier this year, Stephenson had said that he was interested in maybe racing in Europe on the GP circuit in '95, but those plans have changed. "Europe never really panned out for me this year, but I really wanted to stay in the States."

A Luftmeister-prepared K100 BMW, piloted by **Matt Capri**, reclaimed the title of **world's fastest street bike** with a 206.100-mph record run at El Mirage dry lake in Southern California on November 12. FIM certification was granted three days later.

GFI's **1995 Invitational Supercross** and Winter Series warm-up is scheduled for Monday, January 2 at Perris Raceway in Perris, California. The race will feature a $10,000 purse. For more information call 909/943-3302.

Rougly 150 vintage motorcycle buffs gathered at the Holiday Inn in Westerville, Ohio, on November 11 for **History on Wheels**, a conference for motorcycle museums and collectors. *Cycle News* contributor **Margie Siegal** reports that the conference included a tour of the Honda America plant, an open house at the Motorcycle History Museum, a reception at A. D. Farrow's Harley-Davidson dealership as well as various seminars. AMA President Ed Youngblood handed out an FIM survey which showed that 20 of the 24 countries participating reported a growing interest in historic motorcycling. No responses came from vintage racing hotbeds Australia, England and Ireland.

The American Motorcycle Institute, a division of A.M.I., Inc., will hold its sixth annual **Brute Horsepower Shootout** at the A.M.I. campus in Daytona Beach, Florida, on March 7-10, 1995. Entrants will compete for over $20,000 in cash and prizes. The Shootout is open to any motorcycle with no entry or spectator fee. For more

# Scott Plessinger: *Cycle News* Rider of the Month

November's Rider of the Month is off-road ace Scott Plessinger, who actually wrapped up his first Grand National Cross Country Championship two days before the start of the month. But the Team KTM rider, who also boasts two National Cross Country titles, continued his late-season hot streak by posting a win at the final Hare Scrambles round in Lynneville, Indiana, November 6.

Plessinger completed the season with a total of six wins in National competition, and four of those victories came during the last two months. Had the season not come to an end, Plessinger would no doubt have added to that list, as he is without a doubt the most "on" off-road rider in the U.S. What makes the Ohio resident's accomplishments even more impressive is the fact that unlike many of his competitors, he holds down a full-time job and raises a family in his spare time. Congratulations, Scott.

# McGrath takes World title

Jeremy McGrath (right) added the World Supercross Championship to his resume by sharing the wins with Mike LaRocco in the final round of the series at Tokyo's Jingu Stadium, November 26-27.

The duo came to Japan separated by just one point, and that's how they left, with Team Honda/1-800-Collect rider McGrath leading LaRocco 110-109. McGrath won Saturday's event, and a runner-up finish behind Team Kawasaki's LaRocco on Sunday was sufficient to sew up the crown.

Team Honda/1-800-Collect's Steve Lamson was the only rider to keep the two leaders in sight over the weekend, finishing third on both nights. Team Kawasaki's Mike Kiedrowski, whose post-season racing has been restricted to Japan, was a distant fourth both times out. The fifth spot went to two Suzuki riders - Damon Huffman on Saturday and Brian Swink on Sunday. It was Swink's final ride aboard a yellow bike before switching to Honda of Troy.

In the final point standings, Doug Henry - absent in Tokyo - finished third, with Jimmy Button and Huffman completing the top 10.

**Alex Hodgkinson**

information call A.M.I. at 800/881-2AMI.

The **19th Annual Velvet Touch Golden State Motocross Nationals** will begin on January 8 at Sunrise Valley Raceway in Adelanto, California. For more information call 619/246-7262.

The 1995 Cycle World International Motorcycle Show in Denver, Colorado, on December 2-4, will feature the **Legends of Motorcycling**, hosted by Larry Huffman. The show will feature former motocross legend **David Bailey**, former factory Yamaha MXer **Jim "Hollywood" Holley** and two-time Grand National Champion **Gary Nixon**. For more information call 714/513-8400.

**World Sports Imports**, an import company dealing in 125 and 250cc Grand Prix road racers, has formed a racing team for the 1995 season. Warren Dunaway will be the team's rider as he competes in the WERA Formula III Championship aboard a 1995 Honda RS125. The team will also compete in the Isle of Man TT and selected rounds of the Ducados Open Series in Spain. Dunaway also hopes to earn a Wild Card berth in the United States Grand Prix, scheduled for August 6 at Road America in Elkhart Lake, Wisconsin.

**Speedway USA** in Victorville, California, was recently renovated with the dirt oval being converted into an arenacross track. The High Desert stadium will host the first of a 10-week series beginning on December 3. The stadium seats 4300 people and, according to promoter Gene Woods, is the only permanent arenacross stadium in the world. For more information call 619/245-6111.

Honda Racing Corporation recently presented 500cc World Champion **Michael Doohan** with the Honda NSR500 on which he won the World Championship. Doohan was presented the machine by HRC president, Mr. Shinozaki, in a gesture similar to former World Champions Wayne Gardner and Freddie Spencer.

The **1995 World Endurance Championship** will consist of five rounds. The series will begin with the Le Mans 24 Hour in France on April 16 before moving on to a six-hour event in Assen, Holland (April 30), a 24-hour race at Spa-Francorchamps in Belgium (July 16), the Suzuka 8-Hour in Japan (July 30) and the Bol d'Or in France (September 17).

And you think you had a bad week department: *Cycle News* associate editor **Kit Palmer**, who leads the staff in miles ridden on a motorcycle, now has no choice but to make his 52-mile (one-way) commute - between his Riverside, California, home and our office in Long Beach - on two wheels. Last week, Palmer's wife Theresa was run into while driving Palmer's recently paid for pickup truck. Naturally, the driver at fault was uninsured and Palmer's truck was totaled. On Monday morning, Palmer was leaving his house to head north for a Suzuki RF600 press introduction in Bass Lake, California, when he discovered that the family's second vehicle was... stolen. We've since removed any sharp objects from Palmer's desk.

Former AMA 750cc Supersport Champion **Britt Turkington**, who was not resigned by Yoshimura Suzuki for the 1995 racing season, will likely compete in the AMA U.S. Superbike Series aboard a Ducati. Another Supersport Series regular who appears set to make the move to the Superbike class on a Ducati is Californian **Jason Pridmore**. Pridmore rode Kinko's-backed Yamahas in the 1994 600 and 750cc Supersport Series.

**OPENED:** Race Shop International in Acton, California; Race Shop International will import the Hawk's Racing line of motocross/off-road apparel. For more information call 805/269-4208.

**OPENED:** San Jose Yamaha, formerly known as Kenny Roberts Yamaha Country, in San Jose, California. The shop also features new ownership and has been remodeled and restocked. Call 408/287-2946 for more information.

**MARRIED:** Skip Norfolk to Kristy Vandaveer on October 1 in Owings, Maryland. Norfolk is U.S. Supercross National Champion Jeremy McGrath's mechanic.

**BORN:** Jake Patrick Summers to Mid-Atlantic road racer Brian Summers and his wife Nancy on October 29 in Clifton, Virginia. CN

**Jeff Emig lifts a wheel in a Margay shifter kart at Yamaha's press conference.**

# Yamaha announces '95 racing teams

During a November 18 press conference held at the Adams Kart Track in Riverside, California, Yamaha made official the riders who will make up their road race, motocross and off-road teams for 1995.

As we have reported earlier, Yamaha's factory MX squad will consist of 1992 125cc National Champion Jeff Emig, multi-time amateur champ Kevin Windham and perennial privateer John Dowd. The biggest news here is that longtime 125cc rider Emig will be moving up to the 250cc class for the '95 outdoor season. Fox Racing will outfit all team members except for Emig, who is still contracted to wear Thor.

Another item of interest is Yamaha's switch to blue and white as the official team colors. The once-florescent team semi now features the new color scheme, and the race bikes and team gear will also be blue and white.

As for the Yamaha-supported private teams, Team Noleen will again consist of Larry Ward, former MTEG Ultracross Champion Larry Brooks and current Ultracross champ Kyle Lewis, while Pedro Gonzalez and Mike Metzger will make up Team North County Yamaha. NCY will receive additional support from casual clothing manufacturer Primal Impulse, and will travel in a new team fifth-wheel transporter.

For their off-road effort, Yamaha will continue to support 1993 GNCC champ Fred Andrews, Duane Conner and Tim Shephard through Shephard's Sportcycle Yamaha shop. The three will contest the Grand National Cross Country and Hare Scrambles Series. Andrews is currently recovering from hip surgery after hitting a tree.

Jamie James will head up Yamaha's road race effort, contesting the AMA U.S. Superbike Series. James will not defend his title in the 600cc Supersport division. Instead, he'll leave that to Tom Kipp. Kipp will also race the Superbike Series, but will not defend his 750cc Supersport crown.

After the announcements, Yamaha gave team riders, journalists and company personnel the chance to mix it up in the Yamaha YZ125-powered Margay Tsunami shifter karts, which are capable of speeds up to 115 mph. Who was the fastest? None other than Bob Hannah, who even managed to catch air when he used a curb to double-jump an S-turn. James also turned some heads, with a driving style that brought back memories of Hannah's old riding form on a motocross bike.


CYCLE NEWS SUBSCRIPTION ORDER FORM

Special Subscription Offer

Name _____

Address _____

City _____ State _____ Zip _____

Order Date _____

**Please start my subscription to Cycle News:**

- ❑ **Every week for one year (50 issues) for $38.00** (can be billed 3 monthly payments)
- ❑ **Every week for two years (100 issues) for $70.00**
- ❑ **Six months second class (25 issues) for $19.00**

One year (50 issues), 2nd class Canada or Mexico and all other foreign countries $78.00 (U.S. funds). First class and airmail rates available upon request.

❑ **This is a** ❑ **New Subscription** ❑ **Renewal**

- ❑ **Please bill me**
- ❑ **Bill 3 payments of $12.67**
- ❑ **Enclosed is my check or money order**

**Charge my** ❑ **Visa** ❑ **Mastercard**

Signature _____

MC/Visa# _____ Expiration Date _____

**Send to: CYCLE NEWS, Inc.**
P.O. Box 498, Long Beach, CA 90801-0498

**Toll Free Subscription Hotline (800) 831-2220**
24-hour FAX Order Line (310) 427-6685

# CYCLE NEWS

**America's weekly motorcycle newspaper**

**Volume XXXI**

Sharon Clayton, *President*
Michael Klinger, *Publisher*

**Editorial**
Paul Carruthers, *Editor*
Kit Palmer, *Associate Editor*
Donn Maeda, *Associate Editor*
Chris Jonnum, *Associate Editor*
Scott Rousseau, *Assistant Editor*
Mark Hoyer, *Copy Editor*

**Graphics and Production**
Ree Johnson, *Production Supervisor*
Mandy Loo, *Production Manager*
Dennis Greene, *Lab. Tech.*
Stacey Guest, *Graphic Artist*
Amy Faught, *Graphic Artist*

**Administration**
Judy Klinger, *Coordinator*
Peggy Rivera, *Secretary to the Publisher*

**Advertising**
Terry Pratt, *National Accounts Manager*
Mark Mitchell, *Eastern Accounts Manager*
Mark Thome, *Western Sales Manager*
Thomas Gonter, *Western Sales Manager*
Forrest Hayashi, *Western Sales Manager*
Greg Mitchell, *Eastern Sales Manager*
Rick Matheny, *Eastern Sales Manager*
Rhonda Crawford, *Western Ad Coordinator*
Carla Allen, *Eastern Ad Coordinator*

**Want Ads**
Laurie Snow, *Want Ad Sales*

**Marketing & Promotion**
Mark Thome, *Manager*

**Dealer Sales**
Kelly Branscome, *Dealer Sales Representative*

**Accounting/Data Processing**
Donna Bryan-Diamond, *A/R Coordinator*
Geneva Repass, *Assistant*
Herlane Lewis, *Credit*

**Circulation**
Rheba Smith, *Manager*
Alma Anguiano, *Processing Coordinator*
Pam Klein, *Billing Coordinator*
Carol Begovic, *Dealer Coordinator*
Kim Mazenko, *Data Entry Coordinator*

**Service and Support**
Chris Aitcheson, *Headquarters Receptionist*
Leonard Herring, *Service and Support*

**National Headquarters**
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

**Eastern Office**
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.**

**To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.**

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

Cycle News welcomes unsolicited editorial material including stories, cartoons, photos, etc. Such material, if published, becomes the exclusive property of Cycle News. Such accepted material is subject to revision as is necessary in the sole discretion of Cycle News. Unsolicited material which is not used will be returned if accompanied by a self addressed stamped envelope. All unsolicited material will be handled with reasonable care, however, Cycle News assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or part only by permission of the publisher. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

BPA INTERNATIONAL AUDITED CIRCULATION

**Printed in U.S.A.**



**Copyright® Cycle News, Inc. 1994. Trademark Cycle News registered U.S. Patent Office. All rights reserved.**




## VOICES
**Letters to the editor**

### You tell us

Let's see if I've got this right (Dual Sport Extreme, November 23, Issue #46):

- A new KLX650: $5399 (plus applicable taxes, freight, prep and the get-away plates).

- Suggested modifications: $3865 (plus the carbon-fiber bits).

Results: A cover shot of the decal-laden..."Ultimate dual sport bike?" Which by your own experience exhibited the following traits:

"..eager to cough and die when entering corners."

"...Cold starting required approximately five minutes of kicking."

"...low-speed riding...coolant boiled..."

All this for only $10,200 out the door! What am I missing here? Am I stupid? Do you think your readers are stupid? Or is this what six full pages of closely juxtaposed corporate advertising buys? I know it's hard to fill up the pages of *Cycle News* during the winter season, but send this sort of stuff to Ripley's.

**Bruce Armstrong**
**Santa Barbara, CA**

*We don't think our readers are stupid. They are our number-one priority and that is why we try to provide stories we think they will find both interesting and informative (on both stock and modified motorcycles). We try to provide both the negative and positive aspects of the bikes we test, among those are some you quote yourself in your letter. You failed, however, to quote the section which read, "...few of the mods are cheap. This is an interesting machine, and while we wouldn't expect the average dual sport enthusiast to build a replica, the bike may give you some ideas." This could answer your first question. In response to question number four, our editorial and advertising departments are completely separate. The KLX belongs to IMS manager Dave Doughty, and he chose all the modifications (and decals). Some of the companies advertise with us, others don't...Editor*

### Grand Prix answers

Dear Kenny and SCRAMP, et al. There are some reasons I feel contributed to the failure (financial) of the Laguna Seca motorcycle Grand Prix in 1994. My wife and I have attended every GP since the very first one, and four or five AMA Nationals before that. We did not attend the 1994 event due to my having had hip surgery.

I would like to go back to the very first Grand Prix. We had some 80,000 spectators and it was exciting. They ran out of souvenirs, hot dogs, etc., long before the end of the event - yet there were no complaints. It took us four hours by car to get from the track to our motel (approximately 2-3 miles) - still, no complaints. For those of you who rode your bikes, things weren't quite as bad because you were allowed to pass on both sides at the rate of about a 1000 a minute. Still no problem. We love motorcycles - we just don't happen to own one.

Then prices started going up - $35, $45, $65. Still, no compaints. After all, it was a great race. Then in 1993 you made what I feel was a major mistake. We arrived at the track at around noon on Friday after having driven up from West Covina, expecting to enjoy yet another great weekend of racing. But wait - what's this? Leave your car behind and take the bus? What about our chairs, our cooler, our camera equipment and last but not least, my bike? Bad decision by race management. You see, you must treat us car drivers who are either too old or too chicken to ride a motorcycle right - otherwise we won't be back. You throw in a $250 camping fee and a few other things and...well, you get the picture.

Well, now the Grand Prix is gone, at least for now. Maybe we'll get it back, maybe not. If not, how about a World Championship Superbike event in 1995? In the meantime, we plan to attend the AMA National in '95. See you at the Corkscrew.

**Pete Cordts**
**West Covina, CA**

### Keep Despain

I had to take the opportunity to agree completely with fellow reader Tom Hoffman (Voices, Issue #46, November 23). Hoffman commented on the good and bad changes which have been made to MotoWorld during its 10-year run.

With some of the things I have read in *Cycle News* lately, I have feared that Dave Despain may be leaving the show. This would be a disaster! The maturity and enthusiasm that Despain brings to the anchor position cannot be matched. Furthermore, the two-anchor system should be scrapped - it is awkward and distracting (this is no reflection on Art Ekman, who is an excellent reporter).

Seals Communications take note. There are three things you should do with MotoWorld: 1. Keep Dave Despain at all costs; 2. Expand to a one-hour broadcast; 3. Convince ESPN to air the show on the same day and time, week in and week out.

**Bill Seymour**
**Glendora, CA**

### Davis quote

Ty Davis is quoted (Pro Forma, Issue #44, November 9) as saying: "The second loop was really stupid. I thought it wasn't difficult at all - there was nothing to it except going across some valleys and chop, and he (Hamel) kind of pulled away a little bit." Davis' opinion has to be viewed from several viewpoints. The second loop was designed with Beginners and Novices in mind and what is stupid to a second-place Expert can be challenging to a first-time racer. And, as Davis admits, that loop wasn't so stupid that Danny Hamel couldn't stretch out his lead on it.

Those riders of lesser skill need to have a course on which they can reasonably hope to finish. If those newcomers to the sport don't return to race again, they will stop buying dirt bikes - including Kawasakis - and Team Green will cease to exist and we won't get to see Davis following Hamel to the checkered flag again.

**F. Paul Russell, Jr.**
**Inglewood, CA**

### Godspeed, Kevin

On Saturday, November 12, we all lost a good friend, Kevin Kipp, to a freak accident. As Kevin and 21 of his friends were beginning to make the historic trek from Barstow to Laughlin on the historic Mojave trail, he met his destiny with a freight train. Kevin left all of us with many great memories and I will always remember him as the only guy I knew who made his CR500 look like a 125. And then there's the story of him and his buddy getting separated at Jawbone. The buddy had to leave his bike and walk out of a snow-filled valley. The next weekend they returned and Kevin muscled the bike through three feet of snow back to the truck. Kevin always gave it his all in every situation.

Now Kevin is roosting on the clouds and watching over all of us. A memorial cross will be erected at the site near Harvard Road so next time you make this ride, pay your respects to a great person. Kevin is survived by his wife Lisa and one-year-old son Tyler.

We'll be seeing you Kevin...

**Doug Mohr**
**Huntington Beach, CA**

*A fund has been established to provide for the education of Kipp's son Tyler. Anyone wishing to make a donation can do so by making a check payable to the Tyler Garrett Kipp Fund, account number 0-6942-14955, Bank of America, attn. Michael J. McClare, P.O. Box 25919, Santa Ana, CA 92799-5919...Editor.*

## INSIDE
**Issue #48, December 7, 1994**

**FEATURES**


**RACER TEST**
Saxon Triumph ..... 6

**TIME REMEMBERED**
Dirt track's wild-and-wooly '70s .... 10

**VINTAGE**
Cal-Zona MX Series takes off ..... 14

**TEST**
1995 KTM 250SX ..... 18

**TRIALS**
Tarres tames Valencia Indoor Trial 20


**DEPARTMENTS**


LEADERBOARD ..... 9
EVENTS ..... 21
NEW PRODUCTS ..... 24
CALENDAR ..... 26
WANT ADS ..... 29
TEARDOWN ..... 43
LOOKING BACK ..... 43

**ON THE FRONT COVER**

*Cycle News* rides the 1995 KTM 250SX. Photo by Chris Jonnum. The full test starts on page 18. Inset photo: The Saxon Triumph. Could this bike see the light of Daytona? Check out pages 6-8. Photo by Kyoichi Nakamura.

## Baja adventure

I recently competed in the SCORE Baja 1000. I must say, I definitely experienced the Baja Adventure. There were so many people who I'd like to thank who helped my team out during the very bleak periods. First, many thanks to SCORE. My partner, Eric Wolfe, broke his femur and had to be taken via SCORE helicopter to the hospital. SCORE was great and made Eric's unfortunate incident as pain-free and comfortable as possible.

Second, a great big thanks to the Kawasaki pit guys (especially, head pit man, Don Johns, at the Borrego pit). Our bike was totaled and Kawasaki replaced everything from a new shock to subframe to shrouds. By the time they were done, we practically had a brand-new bike.

After one more injury to my other partner, Ken Tapert, who was out of the race with a cracked pelvis, it was left to myself and Jesse Ellico to finish the race. After 22 hours and 400 miles, we finished third in Class 30 which gave us the overall championship for 1994. Lastly, and most importantly, a very special thank you to my teammates, Wolfe, Tappert and Ellico, along with my terrific sponsors: O'Neal, Maxima, Devol, PowerBar, FMF, Barnett, N-Style, IRC, Clean Racing, Tube Tech, Dave Chase, Tim Morton and Tom Wimberly. These companies and individuals made it possible for me to compete in this year's Baja 1000.

Although I had the Baja adventure of a lifetime, and one that I never want to experience again, I can't wait until next year. To everyone, thank you.

**Errol "Rusty" Clarke**
**Riverside, CA**

## The almighty lizard

A new king has arrived in the Southern California desert. Yes, a new king with power and greatness we must all bow to. The new king is the great horny-toad lizard from the deserts of Southern California. He has driven the tax-paying citizens from the recreation areas and has established an army of soldiers (Bureau of Land Management) to carry out its demands.

How is it oh mighty lizard, do you achieve such greatness without speaking or appear to anyone? Has anyone ever seen you?

Yes, oh mighty lizard, you have driven us from our desert, and our families cry out for freedom. Your greatness is such that we even have to finance your protection. Tell us, oh great lizard, where does your power come from? Is it from the offices of Sacramento? A place you have never been, or even know exists?

Or is it from the Senators of California, both former and present, that you achieve your power? Yes, oh mighty lizard, Senators that you somewhat resemble. We bow to you now, almighty horny toad, for you have driven us from our freedom to enjoy the desert. With our own sweat we have paid your army to drive us out. The land is yours now, will you ever appear to claim it?

Please tell us, oh great lizard, do you speak with fork tongue like your followers?

**Mark Sigmon**
**Holtville, CA**

## Absolutely, positively the last ISDE letter

Now that a month has passed since the ISDE has ended, I think it's time that I say my thank yous. Having the Six Days in the U.S. actually made support for the riders harder than usual, simply because there were so many American riders. So this year my effort was placed on about 24 riders, mainly the Trophy and Junior Trophy teams and a few club teams. Next year it'll be back to normal by helping all the U.S. riders that go to Poland.

First and foremost, I'd like to thank Jack and Janet Zink for their hospitality and the use of the Zink Ranch. Then a big thank you to the Tulsa Trail Riders and the hundreds of volunteers from all over the country that gave up their time to support this event. And to Spectro Oil for donating products to all the American riders, Moose Racing, Acerbis, FMF, and the many other manufacturers that provided personnel and products to assist in the logistics of this event.

I'd also like to thank the following sponsors and people who went into our most concentrated effort yet for the Trophy/Junior Trophy team. Cellular One for complete phone support at each check, Bruce Conrad of F&L Fuels for supplying our fuel needs, Arai Helmets, RK Chain, Bel-Ray Lubricants, Metzeler Tires, Cycle Gear, Malcolm Smith Products, Fox Racing and Beaverton Honda/Yamaha for support shirts. WER, Fredett Racing, and Honda, Suzuki, Kawasaki and KTM, who supplied people and box vans to cover all the checkpoints.

And now for the people who put all this together to make sure the riders were serviced: Dave Bertram (who put it all together), Rob Katzora, Bill Johnson, Bruce Wakely, Ted and Evelyn Novicki, Dick O'Neal, Hylton Beatie (who let me use his truck to haul gas), Gary Walkup, Jim Smith, Wayne, Lyda, Bob and Rich Fredette, Bob DuCray, Dale Gorman, Len Denny, Stacie Rush, Greg Lykke, Wayne Smith, Rich Davis, Tim Morrisey, Bob Howard, Mike Kruger, Ed and Barb Haymond, and many, many more people who played key roles and I've forgotten to mention.

And to the riders themselves. You put forth maximum effort to give American a strong showing. Now if we can only get luck to stay on our side too.

**Rick "Gunny" Glaypoole**
**Hillsboro, OR**

**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**

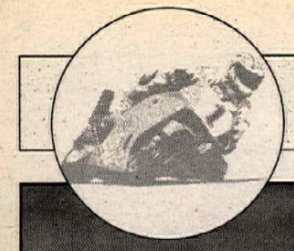

**THE BMW SAVE THE BEST FOR LAST SALE.**

**THE END OF THE YEAR IS A TIME FOR GIVING. SO WE'RE GIVING YOU SOME GREAT SAVINGS.**

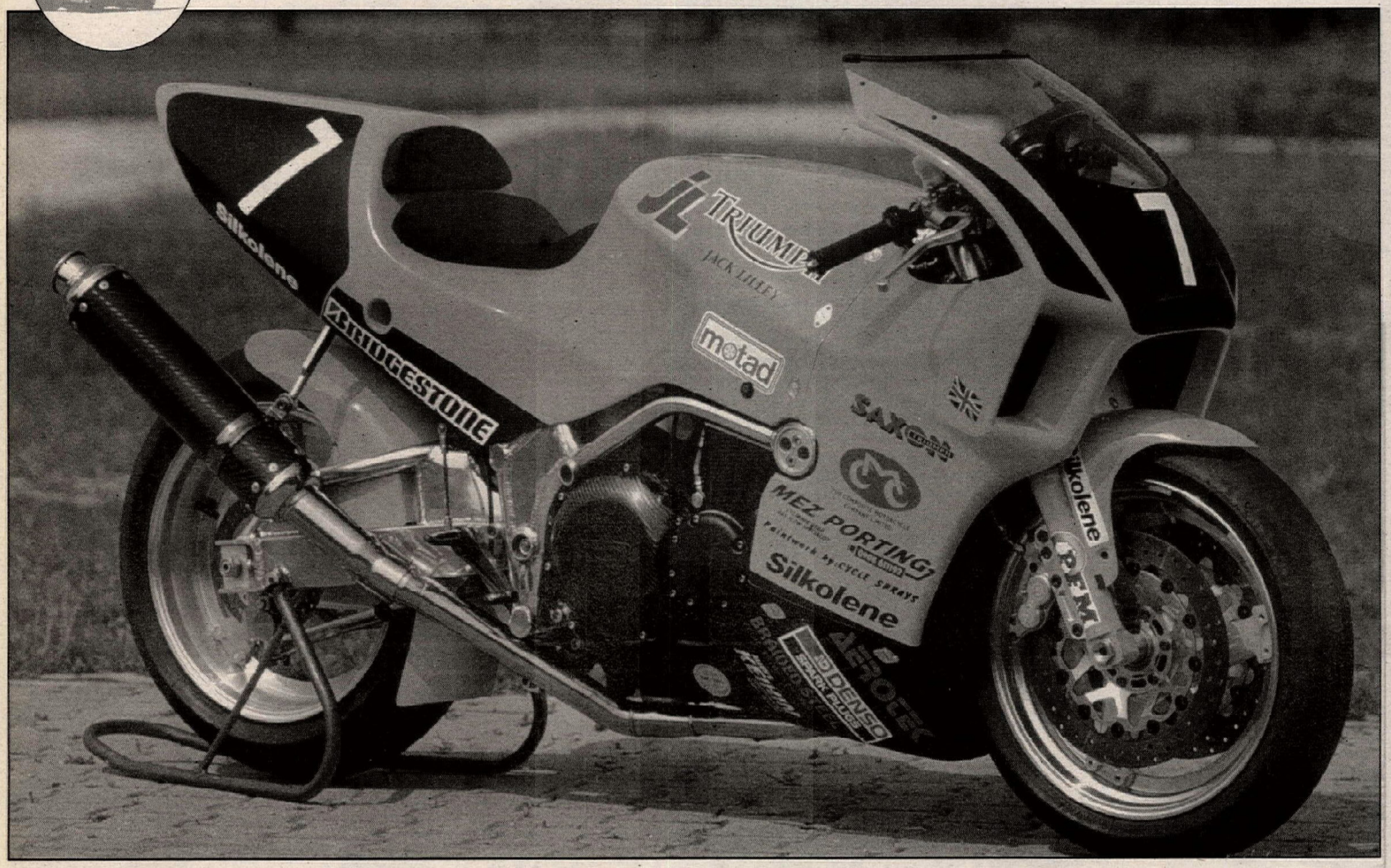
Announcing the very first BMW Motorcycle *Save The Best For Last* Sale! This is the traditional time for giving generously...and that's just what your BMW dealer will be doing. With an array of special savings that'll give you good reasons to celebrate the end of the year. Need another great reason to visit? Come see the exciting, all new BMW R1100R.

**FOR THE WORLD AHEAD.**

© 1994 BMW of North America



TEST **Saxon Triumph 900**




# Anglo avant-garde

**By Alan Cathcart**
**Photos by Kyoichi Nakamura**

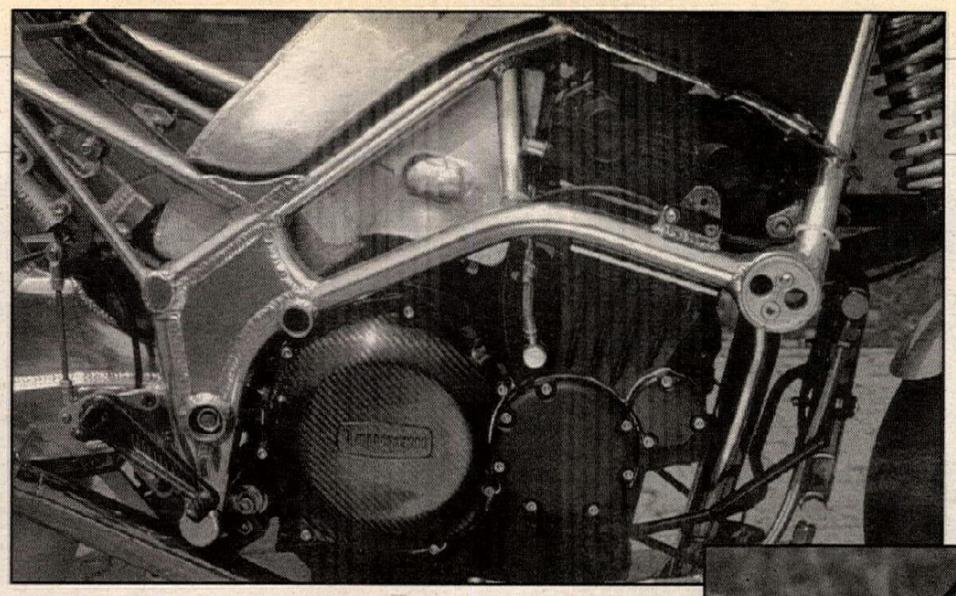
Twelve years after Saxon designer Nigel Hill produced the first motorcycle fitted with his trademark SaxTrac front end, his chassis technology is still considered radical, in spite of the fact that BMW have adopted a similar, though simplified, version on their new generation of 1100cc fuel-injected Boxer motors.

In designing the Saxon Triumph frame, Hill took a step away from the Saxon-built Motodd Laverda chassis which provided the genesis for the three-cylinder all-British racer, though retaining its principle reference points. The main consideration was the height and bulk of the Triumph motor, which as a direct result of the company's modular approach to engine development (a 900cc triple is essentially a 1200cc four with one cylinder hacked off the end) is basically lopsided to the right (the side of the chain drive to the twin overhead camshafts), especially when fitted with the street clutch assembly which is rather bulky. Triumph designers have rightly been most concerned at this stage of the marque's life after death with over-engineering where necessary to deliver reliability and inherent strength, even at the cost of extra weight and bulk. John Bloor is rightly proud that less than 1% of total Triumph production is currently subject to warranty claims - but the price to be paid for that comes in pounds and inches - or kilos and centimeters, if you insist. This is a British motorcycle, after all.

However, the fact that Triumph decided to donate their Super III development engine to the project meant that we have the advantage of the new Cosworth-built crankcases used in this low-volume (150 units only for 1994) performance version of the 12-valve water-cooled dohc 120-degree, three-cylinder 885cc engine - here used in its long-stroke 76 x 65mm guise. The Cosworth cases are not only stronger than those used on the rest of the Triumph range, but also weigh 2.5 kg. (5.5 pounds) less - a useful start on the weight-watchers course that transforming the bike into a competitive racer will surely entail.

The Super III engine, which delivers 115 bhp at 9500 rpm in street-legal form (compared to 98 bhp at 9000 rpm for the other 900 triples), also has a more radical set of cam profiles, higher compression ratio, increased valve lift, an altered ignition curve, and revised cylinder-head casting compared to the rest of the range, with an altered combustion chamber shape, a new valve seat angle and improved inlet porting. To further improve the flow, Paul Taylor sent the head to Mez Porting's George Mansfield, the flowbench artist who managed to crank almost 110 bhp out of an elderly Laverda triple for him two years ago. Mansfield's finished work was then sent to Britain's largest Triumph dealer, Jack Lilley Motorcycles, who have agreed to back Paul by building the engine for him. JL's Nigel Medcalf put the engine together, first removing the heavy gear-driven balance shaft to save vital weight and speed up engine response: Triumph supplied a crankshaft with revised balance factor to take account of this, as well as a new ignition system with an altered curve and much higher (10,800 rpm) rev limiter. A smaller, billet-type aluminium clutch basket reduces engine width (and largely redresses the imbalance), as well as helping contribute to the massive weight reduction Medcalf has achieved: A loss of no less than 42 pounds over the original Super III street motor. A factor in this is the set of carbon-fiber engine covers produced by John McQuilliam of CMC, a composite-materials manufacturer who builds the carbon-fiber monocoque chassis for the Jordan F-1 car racing team. Just one of these, the slimmer clutch cover (which also delivers vital extra ground clearance by reducing engine width) weighs a meager 0.15 kg (0.33 pounds) compared to the original metal component's 1.71 kg. (3.7 pounds).

Fitted with a trio of 39mm Keihin FCR flat-slide carbs, and a specially developed Motadd exhaust that passes the 105 dBa sound limit comfortably without, according to trackside observers, sacrificing the glorious howling engine note of a racing triple that is one of the most emotive sounds on two wheels, the Saxon Triumph's engine currently produces 133 bhp at 10,200 rpm at the back wheel. This proves to be



(Right) The Triumph Saxon has shedded some 423 pounds over the original street version, through the use of such goodies as carbon-fiber engine covers. (Below) Cathcart in action on the bike in the rain at Monza. (Below right) Although the front forks appear to be conventional telescopic units, they are in fact the SaxTrac forks, devoid of internal suspension hardware and are there only to keep the front wheel in place while operating the single Saxon shock.

a good basis for development considering that everything inside the motor - from the stock valves and camshafts to the pistons and rods, comes from the standard street motorcycle engine — an impressive testament to the wealth of performance locked up in the Triumph design. It's early, but more radical engine development will surely yield 140 bhp-plus if needed (and if they can afford it). This is surely a Triumph Superbike contender in the making - engine-wise at least.

To accommodate the Triumph engine, Nigel Hill has designed an open-cradle chassis which, unlike his previous full-loop double-cradle design for the Laverda motor, uses the robust Triumph engine as a fully stressed member. To save weight, he's also used aluminum tubing for the first time, instead of chrome-moly steel, with a fabricated box-section swingarm and rising-rate rear end using a single self-developed Saxon shock.

At a glance, it appears as if the bike uses a conventional telescopic front end, but in fact the SaxTrac "fork" is merely thin-walled cast-alloy tubular sliders, running on linear bearings (which BMW's similar Telelever system dispenses with, presumably on the grounds of cost) and devoid of internal suspension hardware (no springs, no damping), that serve only to locate the front wheel and operate the single Saxon shock. The top end of this is mounted just behind the steering head, while the bottom attaches to a fabricated steel wishbone which is bolted to the top of the slider casting, and pivots on twin eccentrics incorporated in the chassis downtubes.

There are several advantages to this Saxon-developed system, as I found out for myself during my outings with the Laverda-engined bike. It has inherent anti-dive under braking (which can actually be dialed up or down as desired), and steering geometry can be varied very quickly via the eccentrics - head angle can be varied between 22 and 26 degrees (we run 23.5 degrees at present), and trail over an equally wide range. The four mounting points for the front suspension package are widely spaced, allowing suspension loads to be spaced over a wide area, and with the shock pivoting low, down behind the top of the sliders, there's none of the deflection or stiction associated with telescopic forks. This torsionally rigid structure makes the bike very stable under braking and cornering, and is very strong, as well as separating steering and suspension in a much simpler way than a hub-center system like the Bimota Tesi or ELF, saving bulk and especially weight, much of it unsprung. BMW knew what they were doing when they opted for a variety of the SaxTrac front end for their new-generation flat-twin range.

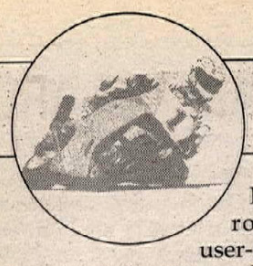
The Saxon Triumph's bodywork is a development of Hill's previous designs, aimed at delivering a slippery shape while using internal airflow for a variety of purposes. The radiator for the water-cooled motor is actually just in front of the rear wheel, sharing the flow of cool air from the large ducts in the front of the bodywork with the carbs. Air is pulled through the center of the bike by the low-pressure area created behind it, and of course the hot air from the radiator can't contaminate the airflow to the carbs, which is anyway kept separate from the cooling air by internal ducting. We're still working to evolve a suitable shape for the airbox for the Keihins, and need a lot of testing to refine the carburetion: so far there's terrific midrange, which will allow the Triumph to out-accelerate a good 888 Ducati Corsa exiting turns, at the expense of top-end performance, or vice versa - not both at the same time.

To keep the project as British as possible, Taylor opted to fit cast-iron brake discs made in the U.K. by PFM, mated to AP four-piston calipers. But the braking was a disappointment in early testing, and for the bike's debut at Monza we opted to fit the Brembo calipers borrowed from the Laverda. Though far from being the latest generation of Italian hardware, these worked better, and gave much more bite - a crucial aspect of exploiting the SaxTrac front end's ability to brake hard and late on the angle without freezing the front forks. My years racing the works Bimota Tesi in BoTT racing came in handy, in terms of convincing yourself it's really okay to take a big handful of front brake into a turn, when all your instincts honed on years of conventional tele-forked bikes tell you the contrary.

With the sticky front Bridgestone, whose soft YCX compound is ideally suited to the Saxon chassis - at least, for shorter races - this is already one of the key areas where this bike has a decisive edge over the competition, as proved by the first competitive outing with it in the BEARS International at Monza in April - just three days after we first tested the bike in finished form in a shakedown outing at Mallory Park.

Racing a bike this new on one of the world's most demanding high-speed tracks, the Monza Autodromo's 3.59-mile GP circuit, might have seemed over-ambitious - but it's a credit to the two Nigels, Paul Taylor and the rest of the Saxon team that it performed so well straight out of the box. I qualified for the race in second place on the grid, just behind Italian 500cc GP rider Bruno Scatola on another 900 Triumph, the standard-framed superbike that the Italian importer has been racing in Open class events for the past year. Only fractions of a second separated us, with in third place the ultra-fast 1192cc fuel-injected, 8-valve Moto-Guzzi of German BoTT ace Jens Hoffmann. More to the point, my time on the Saxon Triumph would have qualified me 24th on the grid for the last World Superbike round held at Monza last September - ahead of Herve Moineau on the works Suzuki, and a lot of other good blokes like - ahem - current works Ducati team manager Virginio Ferrari on his 926 Duke! Similar track conditions, apparently, too...

Anyway, just like Monza for the superbike race last year, it also rained cats and dogs on race day - "British weather for a British bike!" said Sergio the track manager sardonically, as I sat on the grid trying not to worry too much about the fact I'd never ridden the bike in the wet before, and had to guess at all the settings. Well, the guesswork paid off, with a solid third place thanks to Bridgestone's ace new wets, the extremely sensitive feel of the Saxon front end, which makes riding the bike much easier than I expected in the rain, the super braking from those cast-iron



# TEST Saxon Triumph 900

PFM brake rotors, and the user-friendly power delivery of the Triumph motor in its "midrange" as opposed to "top-end" guise.

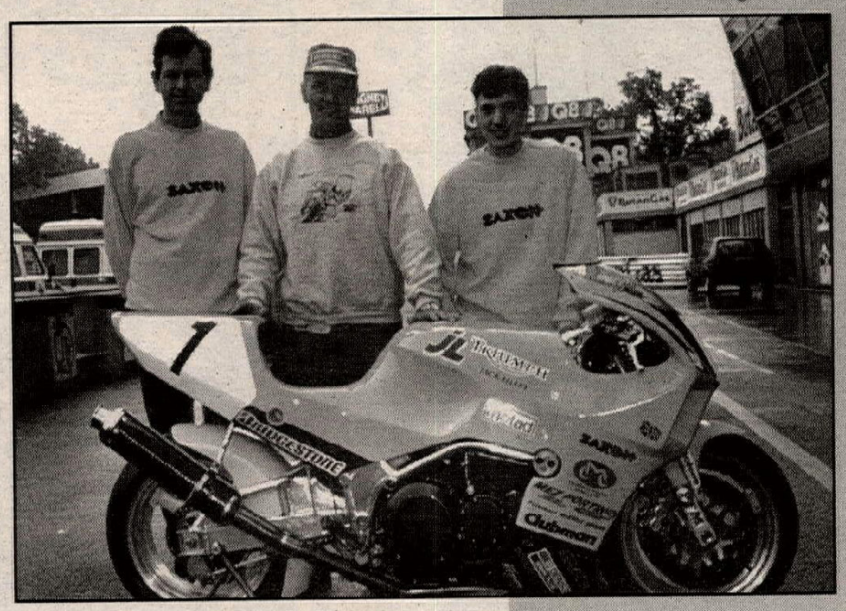
There was only one thing wrong - I had to ride the entire race without a right footpeg, after the beautiful but perhaps not so functional carbon fiber one snapped clean off around the Curva Grande on the first lap. Finding somewhere to park my right foot for the rest of the race wasn't as much of a worry as knowing I'd have little chance of being able to control any kind of a slide around a left-hand turn without a peg to throw my weight onto. So discretion was the better part of valor, and a safe third place better than decking it going for gold. Pity - I was only six seconds behind Hoffmann at the finish...

The dry-weather outings with the Saxon Triumph have proved, however, that we have here the basis of an extremely good motorcycle, one that I hope very much the Triumph factory will seriously consider adopting *in toto* when they come to evaluate it at the end of the season - as agreed at the outset of our collaboration. Nigel Hill has gotten the steering geometry and front suspension settings dead right: there are enough bumps at Mallory and Monza to give the suspension a stern test, and it passed the exam. The way the bike changes direction in chicanes is uncannily fast, yet stable, for such a big, heavy motorcycle: I spent a lot of laps in practice at Monza with Hoffmann's Guzzi, and it was embarrassing how much faster the Triumph was through the slower turns. But I think Nigel has made the bike a bit too low. In trying to compensate for the tall engine and in an effort to lower the center of gravity, he may have reduced the ride height more than is ideal for ground clearance, especially as the rear 5.50-inch rim is much too narrow for a bike of this power and weight - we need a 6.25-inch rim to be able to mount the fat Bridgestone Superbike 190/640-17 rear, and make proper use of it.

I hope AP can come up with some better brakes, or else we'll have to go Latin, and we especially need to refine the engine settings and get it carbureting properly. But all this is the sort of thing you expect to have to do in the course of developing an all-new motorcycle. What you don't expect to do is to finish the bike on Monday, go testing with it for the first time on Wednesday, and earn a rostrum finish with it the following weekend in its first race. Still, credit the team for doing just that, and underlining the Saxon's potential in doing so. And at least we beat the other Triumph, too...

So, if a private team can get a 900cc Triumph to work this well this quickly, think of the potential for a factory-developed three-cylinder superbike, scaling right on the 341-pound weight limit the FIM have now fixed for triples for next season. **CN**

*Since writing the test on the Saxon Triumph earlier in the year, Cathcart has ridden the bike to victory in both Zeltweg, Austria and in Assen, Holland. Cathcart will also ride the bike in the U.S. debut of the BEARS class at Daytona International Speedway in March, an event that will be held in conjunction with the other AHRMA-run events, including the Sound of Singles class...Editor.*



**(From left to right) Paul Taylor, Alan Cathcart and Nigel Medcalf - the men behind the Saxon Triumph project.**

## Saxon Triumph 900

**Specifications**

| | |
|---|---|
| **Engine** | Water-cooled dohc transverse, in-line 120-degree, three-cylinder four-stroke |
| **Dimensions** | 76 x 65mm |
| **Capacity** | 885cc |
| **Output** | 133 bhp at 10,200 rpm (at rear wheel) |
| **Compression ratio** | 11.5:1 |
| **Carburetion** | 3 x 39mm Keihin flat-slide |
| **Ignition** | Triumph transistorized inductive CDI |
| **Gearbox** | 6-speed with gear primary drive |
| **Clutch** | Multiplate dry with billet basket and carbon end cover |
| **Chassis** | Aluminium tubular spaceframe |
| **Suspension** | |
| **Front** | SaxTrac pivoting wishbone with dive-resistant geometry and single Saxon shock |
| **Rear** | Fabricated aluminum swingarm with single Saxon shock rising-rate linkage |
| **Head angle** | 22-26 degrees (currently 23.5 degrees) |
| **Trail** | Variable |
| **Wheelbase** | 1435mm (56.5 in.) |
| **Weight** | 360 pounds with oil/water, no fuel |
| **Weight distribution f/r** | 53/47% |
| **Brakes** | |
| **Front** | 2 x 320mm PEM cast-iron discs with four-piston AP or Brembo calipers |
| **Rear** | 1 x 220mm steel disc with two-piston Brembo caliper |
| **Wheels/tires** | |
| **Front** | 125/600-17 Bridgestone radial on 3.50 in. Saxon wheel |
| **Rear** | 190/635-17 Bridgestone radial on 5.50 in. Saxon wheel |
| **Top speed** | Unknown |
| **Year of construction** | 1994 |
| **Owner** | Paul Taylor, London, England. |

# Saxon Triumph 900: How and why

Like a lot of good ideas, it started over a drink. We were drowning our sorrows with a round of Austrian pilsner in the open-air cafe at Zeltweg's scenic Osterreichring circuit last summer, after DNFing in the Twins and Triples race with a blown motor in the Saxon-framed Motodd-Laverda. I'd been embroiled in a titanic battle for second place behind a fleet German Guzzi, mixing it with a pair of modern Ducati 900SS models from Italy and Switzerland, and a potent Austrian special packing a three-cylinder Laverda 1200 engine like ours. Such is the cosmopolitan nature of four-stroke races in Europe - only, this time we weren't in at the finish, after defeating all comers at the big Assen meeting in Holland the year before on the same bike, built and developed by oil geologist Paul Taylor, and Saxon designer Nigel Hill.

"I guess this is going to have to be it," said Paul in a resigned tone of voice. "We have to accept that any engine with Laverda on the sidecases is basically 20 years old, in design if not materials, and since winning at Assen we've had one mechanical breakage after another, yet all the time the more modern bikes are being developed and are getting faster. Time to call it a day, I'm afraid."

Yes, but hang on - this is too good a bike to just dump in the garbage can or stick in a museum. I've ridden just about every form of alternative front suspension conceived in the modern era, and I know the SaxTrak front end works - BMW obviously think so, too, or else they wouldn't have fitted something just like it to the new R1100RS Boxer. It'd be really interesting to see if it worked on a faster, more powerful bike than the 108-bhp Laverda. So, who else has a three-cylinder motor these days? No contest, really: It's a Triumph.

The born-again BritBike marque has followed an understandably pragmatic course under John Bloor's direction since it rose from the dead five years ago, and heading the list of corporate principles writ in stone is the decisive dictum "No Racing!" Triumph's chosen position in the marketplace mirrors BMW more than Ducati, so establishing a solid reputation for reliable, individual but essentially mainstream motorcycle manufacture was a first priority: the showbiz stuff comes later. Still, just maybe, Mr. Bloor might be persuaded to invest in a project like ours, with a proven record of success, by supplying us with a three-cylinder, 12-valve, dohc Triumph 900 motor, to form the basis of the first all-British Saxon-framed racer - one that would have the useful side benefit of allowing Triumph to gauge the effectiveness of the SaxTrak chassis concept as applied to their own products.

Rule One in a situation like this is that if you don't ask, you don't get - but even so, I have to admit not being very optimistic when I broached the idea with Triumph executives a month later. I mean, "No Racing!" - right? Wrong. What's more, not only were Triumph management prepared to supply us with an engine, but would we mind very much if we had their Super III development motor, delivering 115 bhp in street-legal form (against 98 bhp for the stock Trident), and as much spares, backup and engineering assistance as necessary?

This obviously wasn't a hands-on factory project - but the hands were hovering nearby, ready to help when needed: given the competition background of some of Triumph's in-house staff, as well as many of their dealers, maybe this was inevitable - but none the less welcome for all that.

So the bike shown on these pages is a first step back on the competition ladder for arguably Britain's most illustrious motorcycle marque - sorry, but Norton was always a much smaller operation, same as right now - and with the introduction of an FIM-backed three-cylinder class (900cc max/341 pound min.) now confirmed for World Superbike racing in 1995, I suppose that what we and those clever blokes at Jack Lilley, who are preparing the Saxon's motor for us, are doing is developing a Triumph Superbike engine for next season, while experimenting with an alternative chassis application. The fact that there's a class of racing that's catching on fast in Europe at last which permits - no, encourages - such experimentation is very fortunate: the BEARS class (British, European & American RacerS) started in Australasia a decade ago, and is finally being recognized internationally as a much-needed substitute for the moribund BoTT category which was killed off by the dominance of Ducati 888s.

It's an abiding irony of modern racing that the only internationally recognized four-stroke race classes - where you have complete freedom to experiment with engine and chassis development - are the BEARS and Sound of Singles categories. You want to build a hub-center chassis for your Kawasaki 750 four? Sorry - nowhere to race-develop it: Superbikes only, I'm afraid. A three-cylinder BritBike with full-race chassis? Welcome to the BEARS - there are a lot more like that inside the honey tree.

So our aim with the Saxon Triumph was to race it in the major BEARS Internationals in Europe in 1994, starting with the bike's debut at Monza (see separate story). Looking further ahead, we wanted to get the bike properly developed and above all reliable, then take it farther afield to wave the Union Jack Out East, Down Under or Across the Water - time, sponsorship and a suitable calendar was all that would govern where and when we'd race it. But the very fact that such a technically exciting and dynamic-looking all-British four-stroke racing motorcycle already exists after a hard winter's work by Paul Taylor, engine tuner Nigel Medcalf and all their helpers, is a direct reflection of Triumph's growing stature in the world order of motorcycling. Having made a decisive impact in the showroom (and about to relaunch the marque in what was formerly their biggest export market - the USA), Triumph is ready to do the same on the race track, and the Saxon-framed racer is the first small step in that direction.

It's exciting to be a part of this whole project, the guy with the honor of sitting in the hot seat.

# 1994 Championship point standings

# LEADERBOARD

PASCAL PICOTTE

## ROAD RACING

**500cc WORLD CHAMPIONSHIP** (After 14 of 14 rounds)

| | |
|---|---|
| 1. Michael Doohan (Hon), AUSTRALIA | (317/9 wins) |
| 2. Luca Cadalora (Yam), ITALY | (174/2 wins) |
| 3. John Kocinski (Cag), MODESTO, CA | (172/1 win) |
| 4. Kevin Schwantz (Suz), AUSTIN, TX | (169/2 wins) |
| 5. Alberto Puig (Hon), SPAIN | (152) |
| 6. Alex Criville (Hon), SPAIN | (144) |
| 7. Shinichi Itoh (Hon), JAPAN | (141) |
| 8. Alex Barros (Suz), BRAZIL | (134) |
| 9. Doug Chandler (Cag), SALINAS, CA | (96) |
| 10. Niall Mackenzie (Yam), SCOTLAND | (69) |

**250cc WORLD CHAMPIONSHIP** (After 14 of 14 rounds)

| | |
|---|---|
| 1. Max Biaggi (Apr), ITALY | (234/5 wins) |
| 2. Tadayuki Okada (Hon), JAPAN | (214/2 wins) |
| 3. Loris Capirossi (Hon), ITALY | (199/4 wins) |
| 4. Doriano Romboni (Hon), ITALY | (170/1 win) |
| 5. Ralf Waldmann (Hon), GERMANY | (156) |
| 6. J.P. Ruggia (Apr), FRANCE | (149/1 win) |
| 7. Tetsuya Harada (Yam), JAPAN | (109) |
| 8. Jean-Michel Bayle (Apr), FRANCE | (105) |
| 9. Luis d'Antin (Hon), SPAIN | (100) |
| 10. Nobuatsu Aoki (Hon), JAPAN | (95) |

**125cc WORLD CHAMPIONSHIP** (After 14 of 14 rounds)

| | |
|---|---|
| 1. Kazuto Sakata (Apr), JAPAN | (224/3 wins) |
| 2. Noboru Ueda (Hon), JAPAN | (194/3 wins) |
| 3. Takeshi Tsujimura (Hon), JAPAN | (190/4 wins) |
| 4. Dirk Raudies (Hon), GERMANY | (162/3 wins) |
| 5. Peter Oettl (Hon), GERMANY | (160) |
| 6. Jorge Martinez (Yam), SPAIN | (135/1 win) |
| 7. Stefano Perugini (Apr), ITALY | (106) |
| 8. Masaki Tokudome (Hon), JAPAN | (87) |
| 9. Oliver Petrucciani (Apr), ITALY | (74) |
| 10. Herri Torrontegui (Apr), SPAIN | (73) |

**WORLD SUPERBIKE CHAMPIONSHIP** (After 11 of 11 rds.)

| | |
|---|---|
| 1. Carl Fogarty (Duc), ENGLAND | (305/10 wins) |
| 2. Scott Russell (Kaw), ATLANTA, GA | (280/9 wins) |
| 3. Aaron Slight (Hon), NEW ZEALAND | (277) |
| 4. Doug Polen (Hon), DENTON, TX | (158) |
| 5. Simon Crafar (Hon), NEW ZEALAND | (153) |
| 6. Andreas Meklau (Duc), AUSTRIA | (148) |
| 7. Jamie Whitham (Duc), ENGLAND | (126/1 win) |
| 8. Piergiorgio Bontempi (Kaw), ITALY | (116) |
| 9. Fabrizio Pirovano (Duc), ITALY | (111) |
| 10. Terry Rymer (Kaw), ENGLAND | (106) |

**AMA U.S. SUPERBIKE NAT'L C'SHIP** (After 10 of 10 rounds)

| | |
|---|---|
| 1. Troy Corser (Duc), AUSTRALIA | (273/3 wins) |
| 2. Jamie James (Yam), ASHEVILLE, NC | (272) |
| 3. Takahiro Sohwa (Kaw), JAPAN | (251) |
| 4. Pascal Picotte (Duc), CANADA | (245/2 wins) |
| 5. Colin Edwards II (Yam), CONROE, TX | (239/3 wins) |
| 6. Steve Crevier (Kaw), CANADA | (235) |
| 7. Dale Quarterley (Kaw), WESTFIELD, MA | (219) |
| 8. Mike Smith (Hon), ROSWELL, GA | (181) |
| 9. Thomas Stevens (Suz), SANIBEL ISLAND, FL | (166) |
| 10. Fred Merkel (Kaw), STOCKTON, CA | (152) |

**AMA 250cc GRAND PRIX SERIES** (After 10 of 10 rounds)

| | |
|---|---|
| 1. Rich Oliver (Yam), FRESNO, CA | (321/8 wins) |
| 2. Chuck Sorensen (Yam), LIVERMORE, CA | (257/1 win) |
| 3. Nick Ienatsch (Yam), LOS ANGELES, CA | (251) |
| 4. Al Salaverria (Yam), SAN FRANCISO, CA | (239) |
| 5. Danny Walker (Yam), DENVER, CO | (216) |
| 6. Chris D'Aluisio (Apr), BETHEL, CT | (194) |
| 7. Mike Sullivan (Yam), CENTRALIA, WA | (193) |
| 8. Jason Paden (Yam), VALLEJO, CA | (181) |
| 9. Christopher Rankin (Yam), AUSTIN, TX | (174) |
| 10. Jon Cornwell (Yam), CANADA | (159) |

**AMA/CCS 600cc SUPERSPORT SERIES** (After 10 of 10 rnds)

| | |
|---|---|
| 1. Jamie James (Yam), ASHEVILLE, NC | (315/4 wins) |
| 2. Mike Smith (Hon), ROSWELL, GA | (297/6 wins) |
| 3. Steve Crevier (Kaw), CANADA | (287) |
| 4. Mike Hale (Hon), CARROLLTON, TX | (262) |
| 5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT | (234) |
| 6. Jason Pridmore (Yam), VENTURA, CA | (216) |
| 7. Robert Wright (Hon), SANDY, UT | (165) |
| 8. Randy Renfrow (Hon), FREDRICKSBURG, VA | (159) |
| 9. Owen Weichel (Yam), CANADA | (148) |
| 10. Jamie Bowman (Hon), TEQUESTA, FL | (143) |

**AMA/CCS 750cc SUPERSPORT SERIES** (After 10 of 10 rnds)

| | |
|---|---|
| 1. Tom Kipp (Suz), MENTOR, OH | (308/5 wins) |
| 2. Britt Turkington (Suz), MCCALLEN, TX | (284/2 wins) |
| 3. Jason Pridmore (Yam), VENTURA, CA | (264) |
| 4. James Randolph (Suz), SANTA ROSA, CA | (256/1 win) |
| 5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT | (236/1 win) |
| 6. Aaron Yates (Suz), MILLEDGEVILLE, GA | (206) |
| 7. Thomas Wilson (Yam), OREGON, OH | (203) |
| 8. Fred Merkel (Kaw), STOCKTON, CA | (189/1 win) |
| 9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL | (156) |
| 10. Anthony Lupo (Suz), SAN RAFAEL, CA | (131) |

**AMA/CCS H-D TWIN SPORT SERIES** (After 10 of 10 rounds)

| | |
|---|---|
| 1. Shawn Higbee (H-D), JAMESTOWN, NY | (304/4 wins) |
| 2. Scott Zampach (H-D), MILWAUKEE, WI | (283/3 wins) |
| 3. Billy Graef (H-D), SHEBOYGAN, WI | (260) |
| 4. Ronald McGill (H-D), DEVON, PA | (227) |
| 5. Shawn McNary (H-D), CLEARWATER, FL | (218) |
| 6. Matt Wait (H-D), MODESTO, CA | (205) |
| 7. Aaron Yates (H-D), MILLEDGEVILLE, GA | (204/3 wins) |
| 8. Chuck Blackmon (H-D), GREENWOOD, SC | (203) |
| 9. Brian Kohl (H-D), STRASBURG, OH | (202) |
| 10. Andy Fenwick (H-D), NEENHAH, WI | (169) |

MIKE LAROCCO

AARON HILL

## MOTOCROSS

**AMA/CAMEL 250cc SX SERIES** (After 15 of 15 rounds)

| | |
|---|---|
| 1. Jeremy McGrath (Hon), MURRIETA, CA | (335/9 wins) |
| 2. Mike LaRocco (Kaw), SOUTH BEND, IN | (287/3 wins) |
| 3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA | (271/2 wins) |
| 4. Jeff Emig (Yam), RIVERSIDE, CA | (224) |
| 5. Steve Lamson (Hon), POLLACK PINES, CA | (214) |
| 6. Jeff Stanton (Hon), SHERWOOD, MI | (208) |
| 7. Doug Henry (Hon), OXFORD, CT | (203) |
| 8. Larry Ward (Yam), FLORENCE, SC | (200) |
| 9. Brian Swink (Suz), REDDICK, FL | (182) |
| 10. Michael Craig (Yam), LAKESIDE, CA | (176/1 win) |

**AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES**

(After 8 of 8 rounds)

| | |
|---|---|
| 1. Damon Huffman (Suz), SAUGUS, CA | (176/2 wins) |
| 2. Pedro Gonzalez (Kaw), LOS ANGELES, CA | (134/1 win) |
| 3. Craig Decker (Hon), PALM DESERT, CA | (134) |
| 4. Ryan Hughes (Kaw), ESCONDIDO, CA | (117/3 wins) |
| 5. David Pingree (Hon), SCOTTSDALE, AZ | (72) |
| 6. James Dobb (Kaw), CORONA, CA | (70) |
| 7. Tony Graves (Hon), CRESWELL, OR | (58) |
| 8. Cory Keeney (Kaw), POMONA, CA | (54) |
| 9. Travis Hodges (Kaw), LAS CRUCES, NM | (46) |
| 10. Jefferey Pestana (Hon), MONTEREY, CA | (45) |

**AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES**

(After 10 of 10 rounds)

| | |
|---|---|
| 1. Ezra Lusk (Suz), BAINBRIDGE, GA | (231/5 wins) |
| 2. Jimmy Button (Suz), CORNING, NY | (219/3 wins) |
| 3. Tim Ferry (Hon), W. PALM BEACH, FL | (176) |
| 4. Mike Brown (Hon), GRAY, TN | (155/1 win) |
| 5. Chad Pederson (Yam), FORT DODGE, IA | (145) |
| 6. Robbie Reynard (Kaw), MOORE, OK | (119) |
| 7. John Dowd (Yam), CHICOPEE, MA | (111) |
| 8. Barry Carsten (Suz), BAYVILLE, NJ | (81) |
| 9. Davey Yezek (Hon), MT. PLEASANT, PA | (74) |
| Jeff Dement (Yam), HUMBLE, TX | (74) |

**AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES**

(After 12 of 12 rounds)

| | |
|---|---|
| 1. Mike LaRocco (Kaw), SOUTH BEND, IN | (552/7 wins) |
| 2. John Dowd (Yam), CHICOPEE, MA | (402/2 wins) |
| 3. Jeremy McGrath (Hon), MURIETTA, CA | (393) |
| 4. Mike Kiedrowski (Kaw), ACTON, CA | (305/3 wins) |
| 5. Brian Swink (Suz), REDDICK, FL | (299) |
| 6. Jeff Stanton (Hon), SHERWOOD, MI | (296) |
| 7. Kyle Lewis (Yam), ROSAMOND, CA | (292) |
| 8. Jimmy Button (Suz), CORNING, NY | (282) |
| 9. Larry Ward (Yam), FLORENCE, SC | (260) |
| 10. Larry Brooks (Yam), EL CAJON, CA | (210) |

**AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES**

(After 12 of 12 rounds)

| | |
|---|---|
| 1. Doug Henry (Hon), OXFORD, CT | (463/3 wins) |
| 2. Steve Lamson (Hon), POLLOCK PINES, CA | (442/2 wins) |
| 3. Ryan Hughes (Kaw), ESCONDIDO, CA | (435/2 wins) |
| 4. Damon Huffman (Suz), SAUGUS, CA | (412/2 wins) |
| 5. Jeff Emig (Yam), RIVERSIDE, CA | (368/2 wins) |
| 6. James Dobb (Kaw), CORONA, CA | (315) |
| 7. Robbie Reynard (Kaw), MOORE, OK | (272/1 win) |
| 8. Tim Ferry (Hon), WEST PALM BEACH, FL | (253) |
| 9. Denny Stephenson (Suz), LINCOLN, NE | (229) |
| 10. Craig Decker (Hon), PALM DESERT, CA | (226) |

**WORLD CHAMPIONSHIP 125cc MX SERIES**

(After 11 of 11 rounds)

| | |
|---|---|
| 1. Bob Moore (Yam), COSTA MESA, CA | (264/6 wins) |
| 2. Alessio Chiodi (Hon), ITALY | (316/3 wins) |
| 3. Pedro Tragter (Suz), HOLLAND | (264) |
| 4. Dave Strijbos (Suz), HOLLAND | (199/1 win) |
| 5. Peter Beirer (Suz), GERMANY | (181) |
| 6. Mickael Pichon (Hon), FRANCE | (169/1 win) |
| 7. Frederic Vialle(Kaw), FRANCE | (163) |
| 8. Mauro Dal'Lago (Suz), ITALY | (144) |
| 9. Bader Manneh (Suz), SAN DIEGO, CA | (137) |
| 10. Massimo Bartolini (TM), ITALY | (121) |

**WORLD CHAMPIONSHIP 250cc MX SERIES**

(After 15 of 15 rounds)

| | |
|---|---|
| 1. Greg Albertyn (Suz), SOUTH AFRICA | (403/2 wins) |
| 2. Stefan Everts (Kaw), BELGIUM | (392/5 wins) |
| 3. Yves Demaria (Hon), FRANCE | (267/6 wins) |
| 4. Marnicq Bervoets (Suz), BELGIUM | (310) |
| 5. Kurt Nicoll (Hon), GREAT BRITAIN | (289/1 win) |
| 6. Werner DeWit (Suz), BELGIUM | (208) |
| 7. Donny Schmit (Yam), RAMSEY, MN | (204/1 win) |
| 8. Tallon Vohland (Hon), SACRAMENTO, CA | (199) |
| 9. Frederic Bolley (Yam), FRANCE | (145) |
| 10. Trampas Parker (KTM), SHREVEPORT, LA | (142) |

**WORLD CHAMPIONSHIP 500cc MX SERIES**

(After 12 of 12 rounds)

| | |
|---|---|
| 1. Marcus Hansson (Hon), SWEDEN | (328/4 wins) |
| 2. Jacky Martens (Hus), BELGIUM | (321/3 wins) |
| 3. Joel Smets (Ver), BELGIUM | (299/2 wins) |
| 4. Gert Jan Van Doorn (Hon), HOLLAND | (177/1 win) |
| 5. Billy Liles (Hon), ATLANTA, GA | (161/1 win) |
| 6. Ronny Weustenraed (Hon), BELGIUM | (160) |
| 7. Danny Theybers (Hon), BELGIUM | (139) |
| 8. Mervyn Anstie (Hon), GREAT BRITAIN | (135/1 win) |
| 9. Peter Dirkx (Hon), GERMANY | (131) |
| 10. Franco Rossi (Hon), ITALY | (93) |

## DIRT TRACK

**AMA GRAND NATIONAL CHAMPIONSHIP SERIES**

(After 22 of 22 rounds)

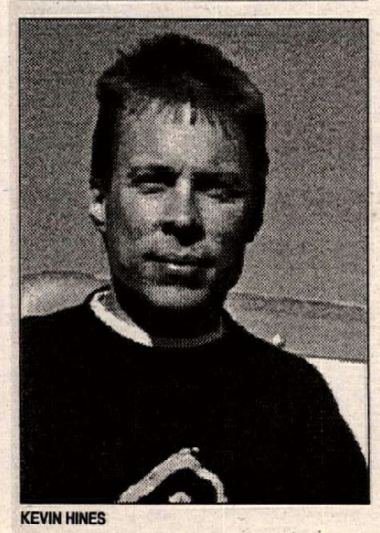
| | |
|---|---|
| 1.Scott Parker (H-D), SWARTZ CREEK, MI | (292/8 wins) |
| 2. Chris Carr (H-D), VALLEY SPRINGS, CA | (289/5 wins) |
| 3. Steve Morehead (H-D), FINDLAY, OH | (232/3 wins) |
| 4. Will Davis (Hon), GOLDSHBORO, NC | (175/2 wins) |
| 5. Rodney Farris (H-D), WINCHESTER, VA | (164) |
| 6. Ronnie Jones (Hon), OKLAHOMA CITY, OK | (135/1 win) |
| 7. Aaron Hill (H-D), STOCKTON, CA | (115) |
| 8. Kevin Atherton (H-D), WHITE PIGEON, MI | (105) |
| 9. Brett Landes (Hon), LOS GATOS, CA | (87) |
| 10. Dave Camlin (H-D), ROCK ISLAND, IL | (81/1 win) |

**AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES**

(After 15 of 15 rounds)

| | |
|---|---|
| 1. Scott Stump, MARION, OH | (173/5 wins) |
| 2. Jay Springsteen, LAPEER, MI | (135/2 wins) |
| 3. Jason Fletcher, GAYLORSVILLE, CT | (125/1 win) |
| 4. James Hart, CENTRALIA, IL | (118) |
| 5. Matt Wait, MODESTO, CA | (111) |
| 6. Doug Beattie, CANADA | (87/1 win) |
| 7. Georgie Price, SICKLERVILLE, NJ | (84/1 win) |
| 8. Steve Aseltine, PALMER LAKE, CO | (78/1 win) |
| 9. Ben Bostrum, BRISBANE, CA | (71) |
| 10. Tommy Colson, BELOIT, WI | (57) |

## OFF-ROAD



KEVIN HINES

**AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES**

(After 7 of 9 rounds - best 7 finishes count toward c'ship)

| | |
|---|---|
| 1. Rodney Smith (Suz), OAKLEY, CA | (178/3 wins) |
| 2. Thomas Norton (Kaw), NORFOLK, MA | (142) |
| 3. Scott Summers (Hon), PETERSBURG, KY | (97/1 win) |
| 4. Eric Mashbir (Hus), OAKLAND, CA | (81) |
| 5. Scott Plessinger (KTM), HAMILTON, OH | (71/1 win) |
| 6. Jason Dahners (Hon), REDMOND, WA | (64) |
| 7. Randy Hawkins (Suz), TRAVELER'S REST, SC | (46/1 win) |
| 8. Ron Naylor (ATK), REDDING, CA | (39) |
| 9. Leigh Letellier (KTM), KANSAS CITY, KS | (35) |
| 10. Patrick Garrahan (Kaw), BOULDER CREEK, CA | (35) |

**AMA NATIONAL CHAMPIONSHIP ENDURO SERIES**

(After 9 of 9 rounds - best 7 finishes count toward c'ship)

| | |
|---|---|
| 1. Steve Hatch (Suz), ITHACA, NY | (196/4 wins) |
| 2. Kevin Hines (CRE), WESTON, MA | (176/3 wins) |
| 3. Randy Hawkins (Suz), TRAVELERS REST, SC | (154/1 win) |
| 4. Kelby Pepper (KTM), CENTER, CO | (127) |
| 5. Jeff Russell (KTM), MORGANTOWN, WV | (115) |
| 6. Matt Stavish (KTM), SLAINE, MN | (83) |
| 7. Alan Randt (KTM), LANSING, MI | (74) |
| 8. Terry Cunningham (Yam), ATHENS, OH | (73) |
| 9. Ty Davis (Kaw), HESPERIA, CA | (67) |
| 10. Mike Lafferty Jr. (KTM) | (58) |

**AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES**

(After 8 of 8 rounds)

| | |
|---|---|
| 1. Geoff Aaron (Bet), WEST REDDING, CT | (241/4) |
| 2. Ryan Young (G-G), WILLIAMSPORT, PA | (223/4) |
| 3. Raymond Peters (Apr), BEAVER DAMS, NY | (172) |
| 4. Jess Kempkes (G-G), LINCOLN, NE | (160) |
| 5. Lonny Hallsted, TIGARD, OR | (139/1) |
| 6. Matthew Moore, SAPULPA, OK | (125) |
| 7. Ronald Commo Jr. (Bet), VERGENNES, VT | (93) |
| 8. John Clark (Mon), HUNTSVILLE, AL | (91) |
| 9. Brian Nagengast (Bet), E. BERNE, NY | (86) |
| 10. Olivier Clamagirand (Fan), WHITTIER, CA | (86) |

**AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES**

(After 8 of 8 rounds)

| | |
|---|---|
| 1. Rodney Smith (Suz), OAKLEY, CA | (166/4 wins) |
| 2. Randy Hawkins (Suz), TRAVELERS REST, SC | (136/2 wins) |
| 3. Ty Davis (Kaw), HESPERIA, CA | (94/1 win) |
| 4. Danny Hamel (Kaw), BOULDER CITY, NV | (91/1 win) |
| 5. David Rhodes (Kaw), RENTON, WA | (78) |
| 6. Fred Hoess (Hus), STANHOPE, NJ | (67) |
| 7. Davide Trolli (Kaw), HESPERIA, CA | (65) |
| 8. Chris Smith (Hon), STANHOPE, NJ | (60) |
| 9. Guy Cooper (Suz), STILLWATER, OK | (56) |
| 10. Duane Conner (Yam), WASHINGTON, PA | (51) |

**AMA NATIONAL C'SHIP HARE & HOUND SERIES**

(After 6 of 6 rounds - best 4 finishes count toward c'ship)

| | |
|---|---|
| 1. Danny Hamel (Kaw), BOULDER CITY, NV | (120/5 wins) |
| 2. Ty Davis (Kaw), HESPERIA, CA | (105/1 win) |
| 3. Dan Richardson (Hon), HUNTINGTON BEACH, CA | (92) |
| 4. Greg Zitterkopf (KTM), CHINO, CA | (74) |
| 5. David Ondas (Kaw), HUNTINGTON BEACH, CA | (64) |
| 6. Destry Abbott (KTM), GLENDALE, AZ | (57) |
| 7. Jeff Capt (Hon), GLENDORA, CA | (51) |
| 8. Davide Trolli (Kaw), HESPERIA, CA | (45) |
| 9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA | (50) |
| 10. James Gray (KTM), GUNNISON, CO | (34) |

**GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES**

(After 12 of 12 rounds - best 9 finishes count toward c'ship)

| | |
|---|---|
| 1. Scott Plessinger (KTM), HAMILTON, OH | (155/3) |
| 2. Fred Andrews (Yam), SALEM, OH | (154/4) |
| 3. Thomas Norton (Kaw), NORFOLK, MA | (141) |
| 4. Gene O'Nail (Kaw) | (127) |
| 5.Scott Summers (Hon), PETERSBURG, KY | (115/3) |
| 6. Duane Conner (Hus) | (107) |
| 7. Doug Blackwell (Yam), WASHINGTON, WV | (107) |
| 8. Tom Carson (Hon) | (106) |
| 9. Scott Phelps (Yam), PETERSBURG, KY | (96) |
| 10. Tim Shepard (Hus), HAMILTON, OH | (93) |

# TIME REMEMBERED

By Joe Scalzo

Talking about how hard it is to win a string of consecutive seasonal championships, Bill Werner, who accomplished it with Jay Springsteen in 1976, '77 and '78, and with Scott Parker in 1988, '89, '90 and '91, and who now has the opportunity to begin another dynasty with 1994 titlist Parker, was blunt. "The hardest thing to do," the mechanic said, "is to keep your guy healthy."

Exactly. Something like 50 percent of all National Champions have managed to terminate their reign by falling in battle the following year.

But the 13 who have won the Number 1 plate for Harley-Davidson have faced the extra threat of being taken out and brought down by one of their own orange-and-black brothers. It's a tradition of free-for-all brawling as old as Harley-Davidson itself: team riders winning, team riders dueling, team riders crashing.

Two seasons ago, at Oklahoma City, Parker himself joined the tradition. Bidding to make history by breaking out of his tie with Carroll Resweber and amassing five consecutive titles, Parker instead ended up on his keister after he and teammate Chris Carr had a collision that could have been considered bizarre had it happened to any racing team other than Harley-Davidson's.

"It's the only policy we've ever had," a Harley-Davidson spokesman explained several years ago. "To give maximum support to all our riders. If a rider is really Number 1, he should earn it that way."

So Harley-Davidson factory riders have two responsibilities. They have to defeat the enemy. And they have to defeat each other.

"There've been times when I wished it was otherwise," the spokesman, who is Harley-Davidson's longtime racing overseer Dick O'Brien, admitted. "And this has cost us the Number 1 plate in past years."

The absence of strategy surely cost Milwaukee the Number 1 plate in 1963, the year Dick Mann won just one National race, and four different Harley-Davidson riders raced each other's brains out winning seven, yet still lost to Mann in the point standings. And it cost Harley-Davidson again in 1967 when five charging riders grew so busy racing themselves that they won eight times - they won almost half of all the races - yet Milwaukee lost again in the point standings, this time to Gary Nixon.

Stung by this especially bitter loss, Harley-Davidson for 1968 took what it thought were no chances. To knock out Gary Nixon, it brought in new and powerful twin-carburetor motors and added personnel to its already large squadron. Then the squad proceeded to win the Daytona 200, all four mile-track Nationals, seven of eight half-miles, and 1968's last eight races in a row. Although Harley-Davidson's six star riders successfully beat up on themselves, they failed to contain Nixon, who slipped through and got Number 1 again.

And perhaps 1973's was the most galling loss of them all. It had started so well. The previous season, 1972, after two painful years developing the new alloy XR, Harley-Davidson at last had it ready, and also had somebody suitable to ride it. That was Mark Brelsford, Harley-Davidson's first completely versatile champion since Resweber. Crowned Grand National titlist by the American Motorcyclist Association in 1972, Brelsford was expected to continue dominating in 1973 and beyond. But that March, while accelerating along a straightaway at Daytona, one of his fourth-string teammates appeared from out of nowhere and inexplicably whacked into the side of him.

The accident debilitated Brelsford - who was never able to race competitively again. And Harley-Davidson was left looking ridiculous. Its XR was by far the fastest motorcycle - the rival Yamaha twins were hybrid production bikes and the Triumphs and BSAs were hot but rapidly growing senile - yet without Brelsford the team had the wrong combination of riders.

It had Mert Lawwill. Former Number 1, the mentor of Brelsford, and the rider whose brain for Harley-Davidson engines were unequalled, Lawwill seemed to lack the bullying, every-man-for-himself Milwaukee credo.

Harley-Davidson's other prominent rider, a semi-reformed hippie named Rex Beauchamp, had that credo - he was always near the lead in big races - but it was frequently cancelled out by Beauchamp's habit of committing mistakes.

> "Look at my hand"

By a strange twist, the two riders who could have gotten the maximum out of an XR were both racing for the opposition. They were the young Californians and Ascot Park graduates Kenny Roberts and his nemesis Gary Scott.

As ever, the vast mile tracks were supposed to be the domain of Harley-Davidson. But at Colorado Springs in the Rockies that summer, the bucking, swerving Yamaha of Roberts battled the leading Harley-Davidson every lap. Its rider was Beauchamp. He and Roberts smashed into the same devouring rut on the last lap; almost crashed in tandem; but Roberts recovered quicker and Harley-Davidson experienced the humiliation of losing its first-ever mile National to Yamaha.

And what had occurred at a previous mile National at San Jose had been more aggravating still. Gene Romero on a Triumph had won; and Gary Scott on a second one had been runner-up.

Worse, Scott was physically pushing around and even roughing up Harley-Davidson. He was accused of making Lawwill crash at 120 mph. And while engaging in extra-close fighting with Beauchamp during the National, Scott had intimidated Rex completely off the groove, and, it seemed, almost stuck into the fence.

More ugly results followed, with only four Harley-Davidson victories in 1973's remaining 13 races. Roberts and Yamaha earned Number 1 by the largest point margin ever. Gary Scott and Triumph were second. Harley-Davidson barely landed three of its riders in the top 10 at all.

But Scott's fighting had impressed Harley-Davidson, even though much of it had been directed at itself. So to shore up things and strengthen the team for the renewed fight with Yamaha and Kenny Roberts that 1974 was certain to bring, Dick O'Brien invited Scott to join the roster.

"But I don't think your riders like the way I ride," Scott protested.

"They don't," O'Brien agreed. "But I told them if they don't like Gary Scott's manners, they should try and change them."

Scott took the exchange to be complimentary, so he and Harley-Davidson agreed to a deal. Matters got off to a rocky start, however. Back at San Jose for another mile National that spring, he lost to a desperation pass by Roberts off the last corner. Watching, O'Brien muttered an oath.

Scott redeemed himself in summer. With many riders in the tournament hobbled by injury, including members of team Harley-Davidson such as Lawwill and Beauchamp, Scott personally shouldered most of the responsibility for winning. And he won three Nationals in succession.

But in preliminary to the Talladega National, Scott had the same road Harley-Davidson twice seize its engine and twice fling him to the pavement - the second fling snapped his collarbone. Healing, he missed a couple of Nationals. And then, wearing a brace, he took part in a dust-choked mile-track meet that wasn't part of the tournament. Not seeing a fence post in the gloom, he hit it and broke bones in his right foot.

So, Scott's 1974 ended with him imprisoned in plaster from toe to thigh, that of Roberts and Yamaha ended with another Number 1. Harley-Davidson and O'Brien were not pleased.

"We didn't do a good job," O'Brien said. "We did a fair job. Our guys should have won a couple of more dirt track Nationals." With pointed reference to Scott at San Jose, he added: "If it wasn't for three or four rider boo-boos, we would have."

Scott took the dressing-down quietly. Physically and mentally restored for 1975, he knew that wintertime work by the great minds inside the racing department had raised the horsepower of the XR to a level that no Yamaha - not even one raced by Roberts - could approach.

The irony was that everybody but Scott seemed able to win on one. Harley-Davidson's and O'Brien's response to Yamaha and Roberts was to pack dirt track races with more and more roaring XRs and hope for the best. But this worked to Scott's disadvantage because additional machines took championship points away from Roberts and Yamaha but also from himself.

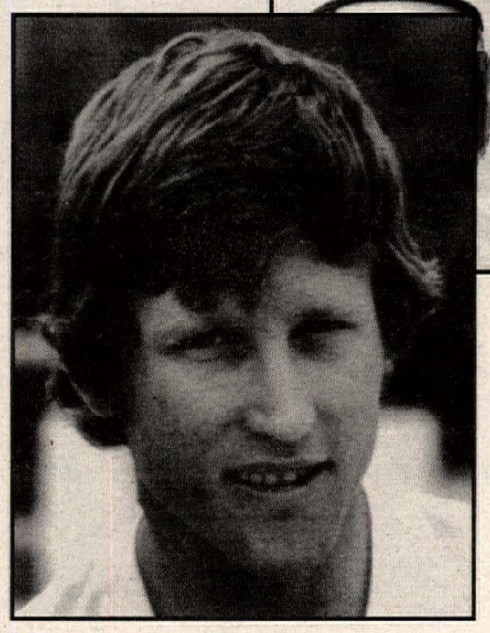
At San Jose, a rookie expert named Greg Sassaman won his first and only National of any kind aboard a factory XR that had demonstrably more horsepower than Scott's own.

Then at Louisville Scott lost again, this time to a pair of XRs raced by Jay Springsteen and Corky Keener, two Michigan neighbors who couldn't be more dissimilar. Springsteen, a freshman expert who the previous year as a junior had won an amazing 45 of 60 starts, was barely 17 years old. Keener, a pupil of Bart Markel, was in his 30s and greying. Age differential notwithstanding, they respected the time-honored Harley-Davidson code. That is to say, after fighting on the track like the worst of enemies, they afterward celebrated like best friends, and the celebrating at Louisville overheated. Commemorating his very first National win, Springsteen unintentionally clobbered his friend on the head with a magnum of champagne, nearly knocking Keener cold.

The intramural grappling went on. At Harrington, Delaware, Keener caught Scott high on the outside and, instead of making a clean pass, took the shorter and more convenient line to the outside. Misjudging his closing speed, he hit Scott amidship and almost unseated him.

Scott didn't fight back. And he had barely recovered from Keener when, a lap later, up from a poor start, came Springsteen. The groove was narrow,

**Three men played major roles in the Grand National Championship in the mid-seventies - (left) Jay Springsteen, (right) Gary Scott and (below) Kenny Roberts.**



growing narrower. Springsteen, too, ran out of race track and struck the slower Scott. Then he hit him again, this time so hard that Scott expected him, Springsteen, to fall. But to Scott's surprise Springsteen got away with it and vanished onward in the direction of Keener.

Scott finished third that day. But Roberts' fading Yamahas were getting left behind, and Scott was the new leader of the National Championship.

The fighting Gary Scott of earlier seasons was a memory. And the new Gary Scott of 1975 wasn't racing with the normal chip-on-the-shoulder attitude of a bullying agent of the Harley-Davidson factory, but with the patient and disciplined manner of arch non-Harley-Davidson Number 1s as Mann and Nixon.

To Scott it was all very simple. For three battling, crashing years he'd merely been runner-up to Number 1 - once to Brelsford, twice to Roberts. The way to capture Number 1, he decided, was to out-score Roberts on dirt tracks but also take pains to prevent his exuberant teammates from unintentionally piling him up in a duel.

Scott's cautious strategy, however, was unpleasing to Harley-Davidson. It wanted one of its machines to wear Number 1 all right, but at the same time expected its paid guns like Scott out there battling to the limit, going down in flames rather than compromising.

The situation deteriorated at the Indianapolis Mile, won in a huge upset by Roberts, Scott got a chewing out for finishing a beaten but solid fourth in a National whose highlight had been Keener and Springsteen being so caught up in their own private leaders' war that they ignored the danger of Roberts muscling up from far behind on a Yamaha pavement four-cylinder diabolically rigged for dirt.

Some months later at San Jose, another inauspicious fourth-place finish earned Scott the championship points to clinch Number 1, but Dick O'Brien, the team manager, acted as if the award were tainted. He gave his congratulations instead to Keener, Springsteen and Beauchamp. They'd dueled at their usual tempo, yet for poor, ever-battered Beauchamp, the outcome was typically bittersweet. Although he finally managed to get ahead of Springsteen and Keener and win the National, in the heat of combat he'd also managed to badly hurt himself again by riding over his foot.

Taking the Number 1 plate from Yamaha and bringing it back to Harley-Davidson for the first time in three seasons didn't bring Scott the acclaim or financial remuneration he'd expected: he thought Harley-Davidson was going to make a big deal of himself as Yamaha had made of Kenny Roberts. Negotiations between himself and the factory for 1976 stalled. Finally there was a big blow-up and Scott quit to become an independent.

Which set the stage for 1976. There's never been another season like it.

Battling packs made up of factory Harley-Davidsons, Scott's private one, and Roberts' lonely Yamaha were wedged together closer than ever before. At six Nationals the margin of victory was a Harley-Davidson length. And at the photo finish of another one an official inquiry was required to name a winner.

Gary Scott was everywhere. Resuming the no-quarter-given tactics he'd flashed at the 1973 San Jose Mile, he grappled with Harley-Davidson factory riders on the track, fist-fought its personnel off the tracks, and used the rule book to claim its hardware whenever he needed it.

Roberts too was pressuring. On the Columbus half-mile he raced Jay Springsteen so hard he gave him an unintended elbow smash to the face.

And none of it mattered. In the most warlike Harley-Davidson manner, Springsteen took charge. He was the fastest rider in the tournament and there was no need to discuss it. Winning six Nationals outright, taking second in another six, and landing among the top five places an astounding 15 times, Springsteen was the Number 1-apparant that Harley-Davidson had been searching for since Mark Brelsford.

And if neither Scott nor Roberts could stop Springsteen, who in the world could? The answer, of course, was the historically obvious: one of Springsteen's very own Harley-Davidson teammates could.

The scenario began unfolding late in the season on the Syracuse Mile. Scott, Roberts and Springsteen were joined in battle by Rex Beauchamp who, as usual, was reeling from injury - he'd broken his collarbone four different times in six months. Yet he was as fast as ever and at the finish Beauchamp and Springsteen flashed across the finish in what appeared to be racing's first genuine tie since Billy Huber and Bobby Hill deadlocked at Reading a generation earlier.

But then Beauchamp was named the winner and was brought to the winner's podium. Moments afterwards, track officials announced there'd been an unfortunate error. Springsteen was the winner.

Beauchamp, of course, had no use for National championship points; he was well out of contention for Number 1. Springsteen, on the other hand, desperately needed them if he was to stay ahead of Scott and Roberts. But existence on the Harley-Davidson factory team is complicated. Badly wanting the prize money for first place, as well as the traditional $2000 winner's bonus from Harley-Davidson, Beauchamp recklessly put up $25 to officially protest his own teammate.

But the protest did not cause Springsteen to become angry at Beauchamp. And subsequently losing his protest, his $2000 winner's bonus, and his $25 protest fee, apparently didn't make Beauchamp like Springsteen less than he already did. You had to be a student of Harley-Davidson to understand it.

Springsteen and Beauchamp traveled together from Syracuse to the following weekend's National at Toledo, where Springsteen won again. Next they proceeded cross-country to the West Coast, where Springsteen won his sixth National of the year, and third consecutive one, by tearing a half a minute out of the track record at San Jose.

He wasn't eligible to compete at the following Sunday's Riverside road race, won by Roberts. And suddenly, still controlling the point standings, Springsteen was confronted by 1976's final National - 20 laps around Ascot Park.

It should have been a cinch. Springsteen liked Ascot, and his chief adversaries, Scott and Roberts, both were on the ropes, exhausted and reeling. If anything was going to knock out Springsteen, it would have to be fate.

And fate was exactly what struck. Springsteen was speeding along a straightaway - just as years before Mark Brelsford had been speeding along a straightaway - when another Harley-Davidson just ahead of him went swerving out of control. It was Beauchamp's.

Springsteen hit the wreck and got well thrown. Jumping up, he displayed with alarm his throttle hand with one finger mangled out of place.

Bill Werner, his mechanic, came running up. "What'll I do?" Springsteen demanded. Improbably enough, in another life before becoming a tuner at Harley-Davidson, Werner had coached a high school wrestling team. He jerked hard on Springsteen's finger to pop it back in place.

It was the usual cold Ascot night. Making crash repairs on the motorcycle, Werner ordered Springsteen to walk around lest his well-bruised body become stiff. The bent finger wasn't Springsteen's only concern. Legend has it that the fall had also affected his vision, causing him to see double.

Riding in his qualifying heat race, he won. But Scott, suddenly reinvigorated by Springsteen's plight, rode a strong heat himself. And Beauchamp - just as sore and bruised as Springsteen - psyched himself into doing a heat race a full three seconds faster than anybody else.

"Look at my hand," Springsteen said, showing a handful of ice cubes. It looked purple and swollen. And what if he, like other Harley-Davidson aspiring Number 1 like George Roeder in Oklahoma City in 1967 or Fred Nix at this same Ascot in 1968 ended up losing in this very last National?

Not to worry, fortunately for Springsteen. He made a perfect start, rode a perfect National, his hand held up, and at 18 he became the second-youngest Number 1. He also started a dynasty for himself and Werner.

And now Scott Parker and Werner are bidding to begin another dynasty in 1995.

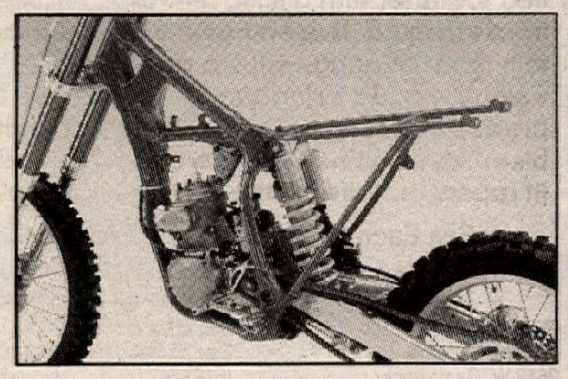
Considering the havoc that Harley-Davidson team members historically manage to bring to bear on one another, the best news that Parker and Werner have received is that their friend and orange-and-black soulmate Chris Carr will next year busy himself road racing instead of dirt track for Number 1. CN

# 1995 MOTOCROSS

## YZ250

# INTENSE

Every season, the really serious racers get their new 250's, take them home–tear them apart–and trick them out. It's just the standard routine that racers go through. Bad news guys–you can't do that anymore. • You see, we took the YZ250, and rather than take it home, we took it to the factory. Tore it apart. And really tricked it out. • We started with the engine, adding a resonator box to the Power Valve system and used a Keihin carburetor which gave the motor a harder hit in the mid-range portion of the powerband to give you more pulling power out of the corners. We changed the intake manifold radius and reed valve system for improved air flow. Even the airbox passageway got boosted, so the YZ250 can take bigger oxygen gulps. And we changed the internals of the Power Valve for more control and a longer, wider power hit. Then we topped it off with a stronger ignition system that generates higher voltage at the spark plug. We even dove into the transmission and figured out a way to make it shift crisper. • The next stop was handling and suspension. We went into the Racing Department and borrowed their fork design that features the new mid-range travel valve. It boosts the suspension's mid-stroke performance (where your forks work the hardest). Then we slipped in a larger shock piston and ring set-up. Finally, we changed the steering head angle, tucked it in a tad for quicker steering, then changed the triple clamp offset to provide just the right balance between precise steering and straight-line stability. • From there we moved onto improving the brakes. The front now has new pads for a more positive feel, while the rear got a new stainless steel rotor and a new caliper guard. And since the wheels were off anyway, we designed a new spoke set-up to give you more time between maintenance intervals. • The last thing we did was brighten the color a little bit. Didn't make it faster–but it looks cooler. • Sorry about taking all that hop-up, trick-out stuff away from you–we just couldn't resist doing it ourselves. •

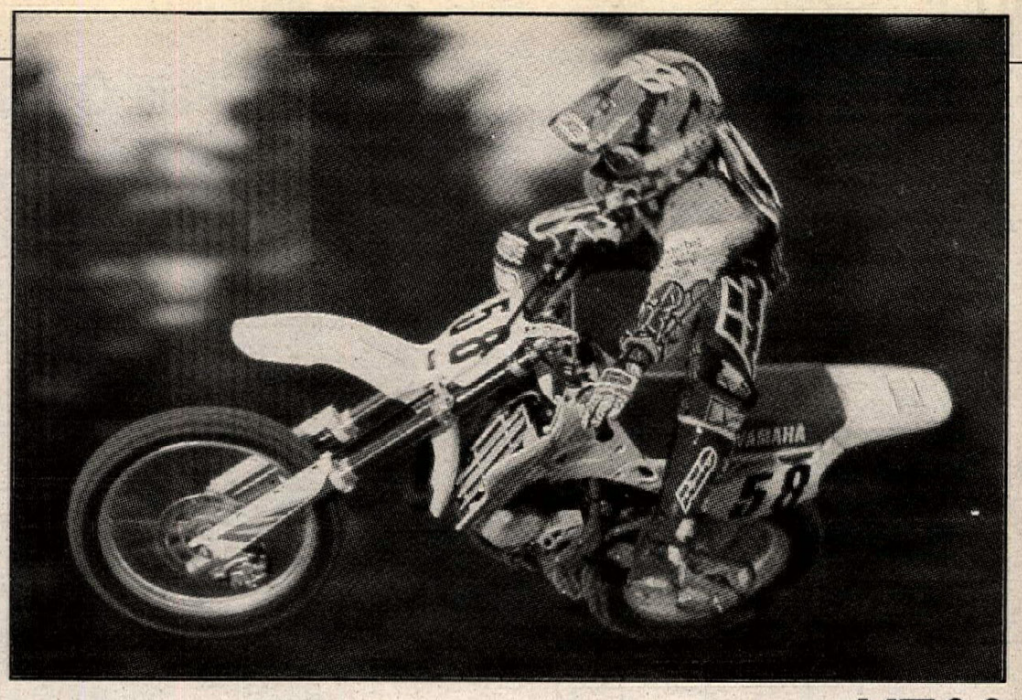


## YZ125

# PRECISE

It's living large in the high rev range–the 125 class–a world of wide open throttle, lots of clutching and a billion shifts per lap. The smallest mistake can instantly drop you back six positions–and the slightest edge can be the difference between grabbing a trophy and going home with a handful of excuses. In 125 racing, the only way to stay ahead is to keep getting better. Introducing the 1995 YZ125. It's this season's hottest screamer. • The square bore engine, which debuted last year, has received numerous performance improvements for the 1995 roosting season. There's a repositioned Power Valve that works with the re-shaped exhaust ports. Plus it has a bigger carburetor, a larger air cleaner, an enlarged intake boot and a smoother fuel intake tract. It delivers better, stronger power. • The YZ125 still hits hard–very hard–but now the additional power boost gives you more usable power to point and shoot with. • 125 Pro riders know that when you're totally on the gas, you can't back off just because of gnarly racetrack bumps. This year's YZ125 suspension is fine-tuned to keep you ahead of the wolves and out of the banners. The front forks have received a new mid-stroke damping valve (tested and proven on the works bikes) for better performance when the forks are battling the bumps in the mid-stroke range–where your suspension works the hardest. • The rear shock has a larger piston, piston ring and a top bearing Teflon sheath for increased suspension durability. It's a suspension package that isn't going to let you down or fade away on the closing laps. • Since the YZ125 now goes faster, it made sense to make sure it stops better too. There's new front brake pads that delivers stronger, more controllable braking and incredible "finger feedback." The rear wheel sports a new stainless steel disc brake for higher heat resistance and longer life. • The 1995 YZ125. It goes faster. It rides smoother. It stops better. •

# YAMAHA



# YZ80

# DOMINATE

The 80 class used to be a place where riders got their first taste of what "real racing" was like. Not anymore. Now there's kids making an impressive living in the pro class–even though they're years away from getting a driver's license. Yup–the 80s have gotten real serious. And the YZ80 consistently leads the pack, with the most sophisticated, hardest-hitting package available. • It's a highly successful, exceptional performing 80cc machine that consistently gets to the checkered flag first. Don't kid yourself: this so-called "mini bike" is jam-packed with wide open high tech goodies. It screams along with a liquid-cooled, six-speed, crankcase reed induction engine that sports an inclined cylinder for smoother intake. The cylinder walls are impregnated with ceramic composites–same kind of thing the space shuttle uses–for better heat dissipation and longer life. • Since it lives in the million RPM range most of its life, the clutch is exceptionally strong. The 1995 YZ80 now has seven friction and six steel plates, plus five springs instead of four. Go ahead and blur the left lever–it won't go mushy on you. • The YZ80 was the first bike in the class with inverted front forks for soaking up the bumps and making steering more precise. This season the forks are even better with the addition of fully adjustable rebound and compression damping settings, identical to the larger machines, for more precise, track-specific suspension tuning. In the rear is a rising-rate link-type single shock with preload, compression and rebound adjustments. All of it with almost 11 inches of travel–front and rear. • The YZ80 is tied together with a slim, reinforced frame, designed with supercross-style tracks in mind. It even has a trick steering head with tapered top and bottom roller bearings–plus a removable rear subframe. And there's a lightweight, rugged swingarm that helps give the YZ80 its legendary quick, precise handling. • The 1995 YZ80. It's not what you might call "a mini-bike." It's a full blown, wide-open, high-tech weapon that just happens to fit racers that are a little on the small side. •

**• See Each 1995 YZ at these Participating Yamaha Dealers**

## • ARIZONA •

PHOENIX
**Apache Yamaha**
3618 W. Camelback
Phoenix, AZ 85019
(602) 973-5111

## • CALIFORNIA •

ANAHEIM
**Anaheim Yamaha**
616 E. Ball Road
Anaheim, CA 92805
(714) 563-1700

BEAUMONT
**Beaumont Yamaha**
680 Beaumont Ave.
Beaumont, CA 92223
(909) 845-4882

BELLFLOWER
**Bellflower Yamaha & Watercraft**
10401 Alondra Blvd.
Bellflower, CA 90706
(310) 925-5097

ESCONDIDO
**North County Yamaha**
1315 Las Villas Way
Escondido, CA 92026
(619) 432-9501

HOLLYWOOD
**Hollywood Motorcycles**
1339 N. Highland Ave.
Hollywood, CA 90028
(213) 962-5522 - (818) 845-1910

LAGUNA NIGUEL
**Mission Yamaha**
27622 Camino Capistrano
Laguna Niguel, CA 92677
(714) 582-0351

LEBEC
**Hang Time Yamaha**
251 Frazier Mtn. Park Road
Lebec, CA 93243

NATIONAL CITY
**South Bay Motorsports**
1 W. 35th Street
National City, CA 91950
(619) 420-2300

ONTARIO
**Montclair Yamaha Inc.**
11195-1 Central Ave.
Ontario, CA 91762
(909) 628-4748

REDONDO BEACH
**Del Amo Yamaha**
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
**El Cajon Yamaha Mtrspts Cen.**
660 El Cajon Blvd.
San Diego, CA 92120
(619) 442-0941

SAN DIEGO
**Fun Bike Center**
4689 Convoy St.
San Diego, CA 92111
(619) 278-6635

THOUSAND OAKS
**Thousand Oaks Yamaha**
2388 E. Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

TORRANCE-LOMITA
**T & O Yamaha**
24020 Narbonne Ave.
Torrance-Lomita, CA 90717
(310) 534-2311

TUJUNGA
**Foothill Yamaha**
7139 Foothill Blvd.
Tujunga, CA 91042
(818) 352-7897

VENTURA
**Yamaha of Ventura**
3059 E. Main Street
Ventura, CA 93003
(805) 653-5884

## • COLORADO •

WHEAT RIDGE
**Cycles West Inc.**
10625 W. I-70 Frntg. Rd. No. #3
Wheat Ridge, CO 80033
(303) 423-8100

## • CONNECTICUT •

CHESHIRE
**Willow's**
1555 Highland Ave. (Rt. 10)
Cheshire, CT 06410
(800) 801-4FUN

## • DELAWARE •

BEAR
**Yamaha East**
620 Pulaski Hwy.
Bear, DE 19701
(302) 322-4120

## • FLORIDA•

POMPANO BEACH
**Riva Yamaha**
3801 N. Dixie Hwy.
Pompano Beach, FL 33064
(305) 785-4820

WEST PALM BEACH
**Cycles of Palm Beach**
2353 N. Military Trail
West Palm Beach, FL 33409
(407) 683-1642

## • GEORGIA •

CANTON
**Yamaha of Canton**
9450 Knox Bridge Hwy. 20 W
Canton, GA 30114
(404) 479-3340 or 479-4501

ROSWELL
**Roswell Fun Machines Yamaha & more...**
11270 Elkins Road
Roswell, GA 30076
(404) 442-8460

## • ILLINOIS •

BLOOMINGTON
**Sportland Yamaha**
"Your Instock Superstore"
Bloomington, IL 61704
(309) 662-0508

LIBERTYVILLE
**Northern Illinois Yamaha**
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7114

## • INDIANA •

VALPARAISO
**Buck's Cycle & Sport**
2105 Laporte Rd.
Valparaiso, IN 46383
(219) 462-6911

## • MASSACHUSETTS •

PHILLIPSTON
**Cycle Design**
Route 2A
Phillipston, MA 01331
(508) 249-2244

## • MICHIGAN•

FREMONT
**Powers Motor Sports**
11995 W. Maple Island
Fremont, MI 49412
(616) 924-1924

HILLSDALE
**Winners Circle Yamaha**
1360 Bankers Road
Hillsdale, MI 49242
(517) 437-7513

LINCOLN PARK
**Bright Yamaha**
3954 Dix
Lincoln Park, MI 48146
(313) 382-1220

## • MINNESOTA •

BURNSVILLE
**Burnsville Yamaha**
1608 West Hwy 13
Burnsville, MN 55337
(612) 882-1020

## • MISSOURI •

FESTUS
**Surdyke Yamaha Racing**
1305 Hwy. 61
Festus, MO 63028
(800) 748-RIDE

WASHINGTON
**J & W Cycles**
Hwy. 47 South
Washington, MO 63090
(800) 748-8098

## • NEW JERSEY •

HAMPTON
**Motion Enterprises**
629 White Horse Pike
Hammonton, NJ 08037
(609) 561-8181

LODI
**Bergen Yamaha**
30 Route 46 East
Lodi, NJ 07644
(201) 241-0100

PLEASANTVILLE
**Motion Enterprises**
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

RAMSEY
**Yamaha of Ramsey**
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

SUSSEX
**Sussex Motorsports**
446 Route 23, P.O. Box 385
Sussex, NJ 07461
(201) 875-5400

## • NORTH CAROLINA •

HENDERSON
**Brewer Cycles Inc.**
Henderson, NC 27536
(919) 492-8553

SHELBY
**Shelby Motorsports**
1715 E. Dixon Blvd.
Shelby, NC 28152
(714) 482-5946

## • OHIO •

ATHENS
**Athens Sport Cycles Inc.**
165 Columbus Road
Athens, OH 45701
(800) 592-4464

CINCINNATI
**Beechmont Yamaha**
600 Mt. Moriah Drive
Cincinnati, OH 45245
(513) 752-0088

LANCASTER
**Lancaster Sport Cycles**
1830 Old Logan Road
Lancaster, OH 43130
(800) 767-7394

SPRINGFIELD
**Competition Accessories**
345 W. Leffel Lane
Springfield, OH 45506
(800) 543-3535

TOLEDO
**Yamaha East**
1230 Conant Street
Toledo, OH 43537
(419) 891-1230

## • OREGON •

KLAMATH FALLS
**Yamaha of Southern Oregon**
2977 Washburn Way
Klamath Falls, OR 97603
(503) 884-6500 (800) 610-6501

TIGARD
**Beaverton Yamaha**
10380 SW Cascade Blvd.
Tigard, OR 97223
(503) 684-6600

## • PENNSYLVANIA •

ALLISON PARK
**Gibsonia Cycle Center**
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

LANCASTER
**B & B Sales & Service**
791 Flory Mill Road
Lancaster, PA 17601
(717) 569-5764

## • SOUTH DAKOTA •

SIOUX FALLS
**Elliott Sports Center**
1117 W. 11th Street
Sioux Falls, SD 57104
(605) 336-2030

## • TEXAS •

AMARILLO
**Sharp's Motorsports**
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

## • UTAH •

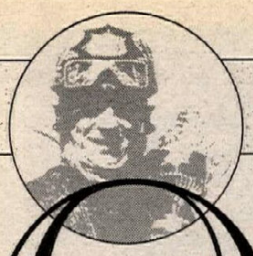
SANDY
**South Valley Motorsports**
248 West 9240 South
Sandy, UT 84070
(801) 566-9345

## • VIRGINIA •

FREDERICKSBURG
**Fredericksburg Motor Sports**
390 Kings Hwy.
Fredericksburg, VA 22405
(703) 899-9100

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding; avoid excessive speed. Provide parental supervision when a motorcycle is being operated by a minor. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them. Please be responsible and "tread lightly." Do not drink and ride. It is illegal and dangerous. Professional riders depicted on a closed course. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-447-4700.

**YAMAHA**



**VINTAGE**
**AHRMA Cal-Zona Winter Series**

# Of dinosaurs and men

## Round 1: Pala, California

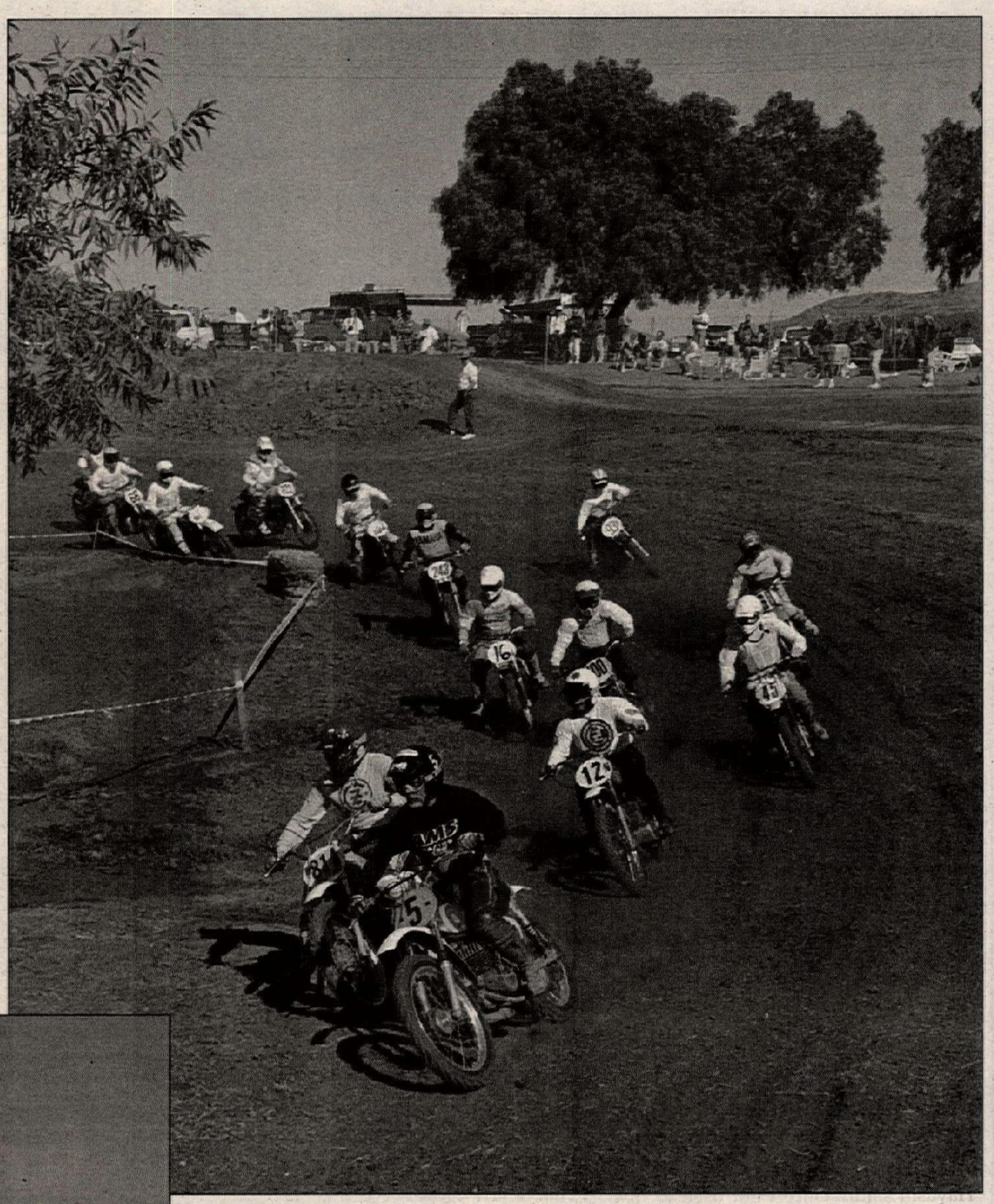
**By Scott Rousseau**
**Photos by Donn Maeda**

PALA, CA, NOV. 20

The '70s still live on...

...Or at least that was the impression created by the more than 120 riders who descended upon Rainbow Motocross Park to compete in the opening round of the American Historic Racing Motorcycle Association-sanctioned Cal-Zona Motocross Series.

The series, spawned out of the need to bring the California and Arizona vintage racing contingents closer together, is the brainchild of vintage enthusiasts John LeFevre, the owner of Vintage Husqvarna in San Marcos, California, and David Boydstun of Dave's Arizona Motorcycle Sales & Service in Tempe, Arizona.



**(Right) Dave Boydstun (5V) leads Ken Greene (814), Bob Spicer (12N) and Terry Pratt (100) through turn one in the Plus 40 class race. (Below) Dan Berg climbed aboard his Suzuki TM400 and thrilled the crowd with his high flying antics while winning the final motos in the 500cc Expert and 30+ Expert divisions.**

"I wanted to generate more business and more interest in vintage racing in the Southern California area," LeFevre said. "There was nothing really generated here in the San Diego area. Most of the AHRMA races are in Northern California, and we wanted to generate some races that the San Diego area riders could enjoy. We were driving too far."

Along with Boydstun, LeFevre formulated a plan for the four-race string of races, which will pit 10 randomly drawn riders from each state against each other at each series event to vie for the Cal-Zona Challenge Cup, which will be displayed in the winning state for one year.

"Eight weeks ago, we contacted the proper channels at AHRMA to get the clearance," LeFevre said. "Then we contacted Bob Harvell (of Rainbow Motocross Park), since we had already run a race there in August."

Based on the success of the earlier vintage meet, Harvell was only too happy to once again accommodate the vintage group at his ever-improving Rainbow facility.

"These guys make me think of old times, a better day," Harvell said. "I'm 53 years old, and when I was younger, these were the kind of bikes I watched. The racers are all real mellow, and they're very friendly."

Harvell spent the better part of four days on the tractor preparing the racing surface, which featured more jumps than are usually found on AHRMA circuits, combined with the grinding Unadilla-style back section that Rainbow has become noted for. He removed the "supercross style" rockers and other such obstacles, but elected to leave a rougher surface than the AHRMA gang normally competes on. But the hard work paid off in spades, as almost every rider in attendance proclaimed it the best vintage race track in Southern California.

"It's very pleasing to have people tell you that you have a nice track," Harvell said. "I thrive on it, and I'll do this (vintage race) forever as long as the riders want to come out."

Boydstun was one of the riders who thrived on the more challenging surface. The 40-year-old Arizona resident piloted his pristine 1956 BSA Gold Star against his friendly rival LeFevre in the first Premier 500 Expert moto and was looking primed for an easy win until his the Gold Star threw a chain over one of the many tabletop jumps that filled the course. Boydstun almost lost an entire lap trying to realign the chain, but he managed to get underway and put on an incredible charge that saw him overtake practically everyone on the track en route to a second-place finish behind LeFevre at the flag.

"I'm still satisified with the way I finished," Boydstun said. "I love this old motorcycle. At least the battle with the motor is over."

LeFevre and Boydstun went at it again moto two, with Boydstun again putting on an aerial display aboard the ancient four-stroke while leading until the machine succumbed once again, exploding its rear hub after Boydstun slammed the machine back to earth one time too many. Boydstun's failure handed the overall win to LeFevre, who rode to consistent 1-1 finishes.

The attrition rate took its toll on several machines and classes throughout the day, and consistency was the key to a coveted class win. Tim Nash looked to be the rider to beat after destroying the first Sportsman 250cc Expert class moto, but a DNF in moto two left him out of the hunt and opened the door for Craig Iavelli, who stepped up the pace and scored the race and overall win after a third-place finish in the first moto.

Nash also fell victim to a bizarre occurrence while dicing with Dan Berg for the Open Expert crown. Both riders were charging hard on the downhill tabletop only to have their vintage Huskys seize at the exact same moment over the downhill tabletop, prematurely ending their race and all but handing the class title to Iavelli.

"I felt it lock up," Nash said. "And when I slowed down to pull off, I saw Dan doing the same thing. I couldn't believe it when he told me what happened."

The Sportsman 250cc Intermediates took to the track with the 250cc Experts, and consistency once again played an important role. Forrest Hayashi rode a Keith Lynas-prepared Ossa Phantom into the ground twice - even getting run over by a competitor - in moto one for a disappointing sixth-place tally before rebounding in the second moto by taking the holeshot and running away from the rest of the Intermediates to post one of the most convincing moto wins of the day. Only two Experts made their way around the flying Hayashi during the course of the moto, but his wild ride would only net third overall behind winner Rick Price and runner-up John Grise.

"I felt pretty good out there," Hayashi said. "Once I got used to the power and suspension of the Ossa, it was a blast. This brought back a lot of memories, and you don't really remember how fun it is until you go out and do it again."

Lynas himself got into the act and ensured that the Ossa marque had a good day by scoring a clean sweep in the Premier Lightweight II Intermediate division, while his "hired rider," David Fisher, topped the 30+ Expert class with 1-2 moto scores.

Fisher also excelled in the Bomber class for bikes built between 1975-80, a division politely shunned by AHRMA at its National and Regional events, yet one that will be featured throughout the Cal-Zona Series.

"I think there is a great need for the Bomber class," Fisher said after winning the event with a 1-2 score. "There were a lot of bikes built between '75 and '80 that you can't race against newer bikes and that AHRMA doesn't want either."

One rider who failed to collect a win on the track but who did gather the attention of the crowd on hand was Berg. After losing his Husqvarna to mechanical maladies earlier in the event, the pro motocrosser rounded up a Suzuki TM400 Cyclone to finish out his second 30+ Expert moto - the final race of the day - and proceeded to dispel the myths about the open class Suzuki being unruly by thrilling the crowd with his high flying "whips" over the pit-side tabletop. Berg handily won the moto, but the victory - combined with a first-moto DNS - landed him fourth overall behind Fisher, Rick Lundgren and Mike Lillevig.

"That's the first time I'd ever ridden a vintage race or that bike," Berg said afterward, "I had to get on the TM because it was the only thing I had left that was running. But it wasn't too bad, and I'm sure that I'll come out and do this again."

In addition to the thunder of the vintage bikes that rocked the main track, a faint buzz could be heard coming from the specially built mini track. A fairly healthy field of 50 and 60cc racers turned out to do battle on the course, with the First Timer classes being the most popular.

At the wave of the green flag, Mario DeMaria zipped into the lead of the combined 4-6- and 7-8-year-old First Timer race. Hollis Lusk overtook DeMaria in the first corner, while Christopher Nishimura motored into third with a wild ride through turn one. Nishimura wasted little time chasing after DeMaria, and soon moved into second. Lusk, however, had already established a healthy lead, and was over 15 bike lengths ahead. As the race wound down, Nishimura actually began to close the gap on Lusk, but was foiled by lappers late in the race. The backmarkers delayed Nishimura enough to allow third-placed Dane Johnson to close in and make a last-lap pass for second. Lusk held on for the win over Johnson, Nishimura and DeMaria.

Zac Wray decimated the 60cc class, styling over the jumps as he romped away with an easy win over Jonathan Rose and Robert Seeds. Wray didn't have as easy a time in the Modified Pee Wee class, however, as Joey Rose was able to fend off his charges throughout the moto. Wray was forced to settle for second, while Seeds nabbed third.

Team Splitfire/Pro Circuit/Kawasaki rider Ryan Hughes was on hand to present the mini racers with their trophies, and though all of the kids were thrilled to meet him, most were quite shy during the award presentations.

At the day's end, few riders if any left the track disappointed, and racer-turned-promoter LeFevre appeared pleased with the way the event had run.

"We had an excellent day, and this is a great facility" LeFevre said. "The best part about this place is the viewing. You can really see everything on the track."

Track owner Harvell agreed and summed the day up:

"For anyone who wasn't out here today, I can tell you this," Harvell said. "You really missed something." CN

**(Above) Ross Maeda topped the 125cc Expert class aboard a Keith Lynas-tuned Honda Elsinore.**
**(Left) Christopher Nishimura (left) nabbed a third-place finish in the First Timer (7-8) Pee Wee class. Team Splitfire/Pro Circuit Kawasaki's Ryan Hughes (right) was on hand to present the Pee Wee awards.**
**(Bottom) David Fisher (67) put together 1-2 moto finishes for the Bomber class victory. Not approved for AHRMA Nationals, the Bomber class will be run at all Cal-Zona events.**

### Rainbow Motocross Park
### Pala, California
### Results: November 20, 1994

**SPTSMN 250 EX:** 1. Craig Iavelli (Hus); 2. Rick Lundgren (Hus); 3. Tim Nash (Hus); 4. Mike Lillevig (Yam).

**SPTSMN 250 INT:** 1. Rick Price (Mai); 2. John Grise (Hon); 3. Forrest Hayashi (Oss); 4. Harry Backer (Hon); 5. Mark Thome (Hon).

**PREM 500 EX:** 1. John LeFevre (Hus); 2. David Boydstun (BSA); 3. David Chrone (Duc).

**PREM L/W NOV:** 1. Phil Benedict (BSA); 2. Bill Samsstag (Vil).

**SPTSMN 125 INT:** 1. Donn Maeda (Hon); 2. Chris Morton (Hon); 3. Joel Hansen (Yam); 4. Jack Alvarado (Hus).

**BOMBER:** 1. David Fisher (Hon); 2. S. Bohacek (Yam); 3. G. Carter (Mai).

**SPTSMN 125 EX:** 1. Ross Maeda (Hon); 2. Mike Lillevig (Hon); 3. Norm Bigelow (Hon).

**SPTSMN 250 NOV:** 1. Sam Durick (Hon); 2. B. Greene (Hon); 3. J. Lowellberg (Bul); 4. Scott Rousseau (Hon); 5. Steve Sagely (Hon).

**40+ EX:** 1. David Boydstun (BSA).

**40+ INT:** 1. Ken Greene (CZ); 2. Charlie Beck (Mai); 3. Vic Curti (Oss); 4. Bryan Benson (Yam); 5. Bob Spicer (CZ).

**40+ NOV:** 1. Richard Smith (Hus); 2. Craig Skinner (BSA); 3. Toiro Kent (Hus); 4. D. Meiner (Suz).

**SPTSMN 500 EX:** 1. Craig Iavelli (Hus); 2. Rick Lundgren (Hus); 3. Dan Berg (Hus); 4. Mike Lillevig (Mai); 5. Tim Nash (Hus).

**SPTSMN 500 INT:** 1. L. Holt (CZ); 2. M. Parsons (Mai); 3. Bryan Benson (Yam); 4. G. Whitaker (Hus); 5. Tom Seagroves (Hus).

**SPTSMN 500 NOV:** 1. R. Dickson (CZ); 2. Toiro Kent (Hus); 3. P. Hancox (CZ); 4. Sam Durick (Mai).

**PREM L/W II EX:** 1. John LeFevre (Hus).

**PREM L/W II INT:** 1. Keith Lynas (Oss).

**PREM L/W II NOV:** 1. V. Elmore (Oss); 2. J. Sterret (Bul); 3. Bill Samstag (Gre); 4. P. Benedict (Oss).

**50+ INT:** 1. Dennis Tooman (Hon); 2. G. Fetty.

**50+ NOV:** 1. Paul Elmore (BSA).

**30+ EX:** 1. David Fisher (Oss); 2. Rick Lundgren (Hus); 3. Mike Lillevig (Yam); 4. Dan Berg (Suz); 5. B. Clem (Hon).

**30+ INT:** 1. Ken Greene (CZ); 2. G. Carter (Mai); 3. M. Arsenault (Hon); 4. Rick Price (Mai); 5. S. Boahcek (Yam).

**30+ NOV:** 1. Bryan Greene (Hon); 2. R. Renzulli (CZ); 3. R. Dickson (CZ); 4. J. Lowellberg

**P/W 1ST TIMER 7-8:** 1. Hollis Lusk (Yam); 2. Dane Johnson (Yam); 3. Christopher Nishimura (Yam); 4. Mario DeMaria (Yam); 5. Matthew Bateman (Yam).

**P/W 1ST TIMER 4-6:** 1. Pat Pennington (Yam); 2. Matt Rose (Yam); 3. BJ Bohrer (Yam); 4. Kameron Scott (Yam); 5. Joshua DiCiaula (Yam).

**P/W MOD:** 1. Joey Rose (Yam); 2. Zac Wray (Yam); 3. Robert Seeds (Yam); 4. Christopher Nishimura (Yam).

**60:** 1. Zac Wray (Kaw); 2. Jonathan Rose (Kaw); 3. Robert Seeds (Kaw).

## KX125

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

# Winning Combination

Here's a KX125 quote we really like: *"Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."**

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

**February 1994*

# Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

# Good Times Come in Small Packages

Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

# Kawasaki ENDURO

## Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

### KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

### SAFE RIDING'S MORE FUN

*Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized off-road areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.*

**Kawasaki**
Let the good times roll.

## See the 1995 Kawasakis at these Participating Dealers.

### ARIZONA

PHOENIX
Dirt & Street Kawasaki
1030 E. Camelback Road
Phoenix, AZ 85014
(602) 864-1437

PHOENIX
Valley Kawasaki
16251 N. Cave Creek Road
Phoenix, AZ 85032
(602) 867-3381 (800) 544-5294

YUMA
Kawasaki of Yuma
2029 Arizona Ave.
Yuma, AZ 85364
(602) 329-9611

### CALIFORNIA

REDONDO BEACH
Del Amo Kawasaki
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

REDWOOD CITY
Redwood City Honda-Kawasaki
2771 El Camino
Redwood City, CA 94061
(415) 364-1104

THOUSAND OAKS
Thousand Oaks Kawasaki
2388 Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

VICTORVILLE
Hi Desert Kawasaki
14327 Amargosa Road
Victorville, CA 92392
(619) 341-2FUN

WHITTIER
Whittier Kawasaki Fun Center
14043 E. Whittier Blvd.
Whittier, CA 90605
(310) 945-3494

### CONNECTICUT

ROCKY HILL
Midtown Kawasaki
1864 Silas Deane Hwy.
Rocky Hill, CT 06067
(203) 721-0193

### FLORIDA

TAMPA
Honda Suzuki Kawasaki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

WEST PALM BEACH
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33409
(407) 683-1642

### GEORGIA

DALTON
Performance Cycle Inc.
1002 N. Glenwood Ave.
Dalton, GA 30721
(706) 226-5269

### ILLINOIS

FREEPORT
Freeport Kawasaki
1682 Rt. 26 N.
Freeport, IL 61032
(815) 235-7549

### INDIANA

BLOOMINGTON
Honda Kawasaki of Bloomington
1006 S. Walnut Street
Bloomington, IN 47401
(812) 339-0199

### MASSACHUSETTS

PITTSFIELD
Ronnie's Cycle Sales of Pittsfield Inc.
501 Wahconah Street
Pittsfield, MA 01201
(413) 443-0638

### MICHIGAN

EAST POINTE
Al Gaskill's Kawasaki
17416 E. Nine Mile Road
East Pointe, MI 48021
(810) 445-8100

HASTINGS
M/C Supply LTD.
2398 S. Bedford Road
Hastings, MI 49058
(616) 945-2782

LINCOLN PARK
Bright Kawasaki
3954 Dix
Lincoln Park, MI 48146
(313) 382-1220

MICHIGAN CENTER
Holiday Power Sports
4501 Page Ave.
Michigan Center, MI 49254
(517) 764-3600 / (800) 847-3844

### NEVADA

LAS VEGAS
Kawasaki of Las Vegas
3800 N. Rancho Drive
Las Vegas, NV 89130
(702) 656-1955

LAS VEGAS
Red Carpet Kawasaki
4260 Boulder Hwy.
Las Vegas, NV 89121
(702) 451-1121

### NEW JERSEY

LODI
Bergen Kawasaki
30 Route 46 E.
Lodi, NJ 07644
(201) 641-0100

POINT PLEASANT BEACH
Shore Cycle Kawasaki
501 Atlantic Ave / Rte. 35 North
Point Pleasant Beach, NJ 08742
(908) 899-4050

POMPTON PLAINS
Kawasaki Sport Center
566 Rt. 23 North
Pompton Plains, NJ 07444
(201) 831-1930

RAMSEY
Kawasaki of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

### NEW YORK

HICKSVILLE
Long Island Kawasaki/Yamaha
67 N. Broadway Rt. 107
Hicksville, NY 11801
(516) 935-6969

### NORTH CAROLINA

SHELBY
Shelby Motorsports
1715 E. Dixon Blvd.
Shelby, NC 28152
(704) 482-5946

### OHIO

COLUMBUS
Classic Cycles
2657 Morse Road
Columbus, OH 43231
(614) 471-3511

### OKLAHOMA

ENID
Northwest Kawasaki
4810 B. W. Owen K. Garriot
Enid, OK 73703
(405) 242-5292 / FAX: (405) 242-5294

### PENNSYLVANIA

BEAVER FALLS
Action Kawasaki
Route 65 Box 236
Beaver Falls, PA 15010
(412) 846-8287 / FAX: (412) 846-9481

PARKER FORD
Leisure Equipment Inc.
2568 Rt. 724 P.O. Box 1010
Parker Ford, PA 19457-1010
(610) 495-7122

### TENNESSEE

CLARKSVILLE
Kawasaki Cycle Village
10 Main Street
Clarksville, TN 37040
(615) 552-3593

FAYETTEVILLE
White's MotorSports, Inc.
Fayetteville Kawasaki
2550 Huntsville Hwy.
Fayetteville, TN 37334
(615) 433-0181

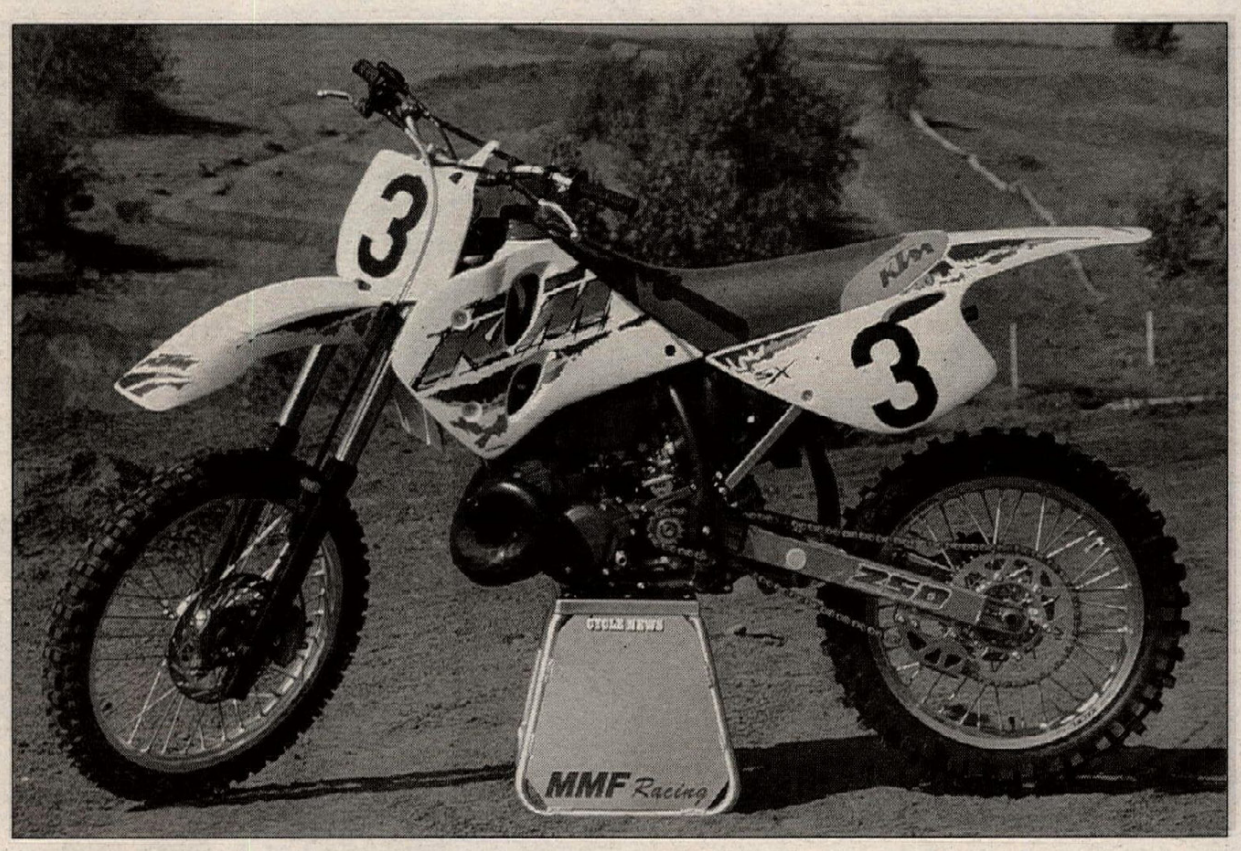
### TEXAS

EL PASO
Granprix Kawasaki
10017 Montana Ave.
El Paso, TX 79925
(915) 593-1024

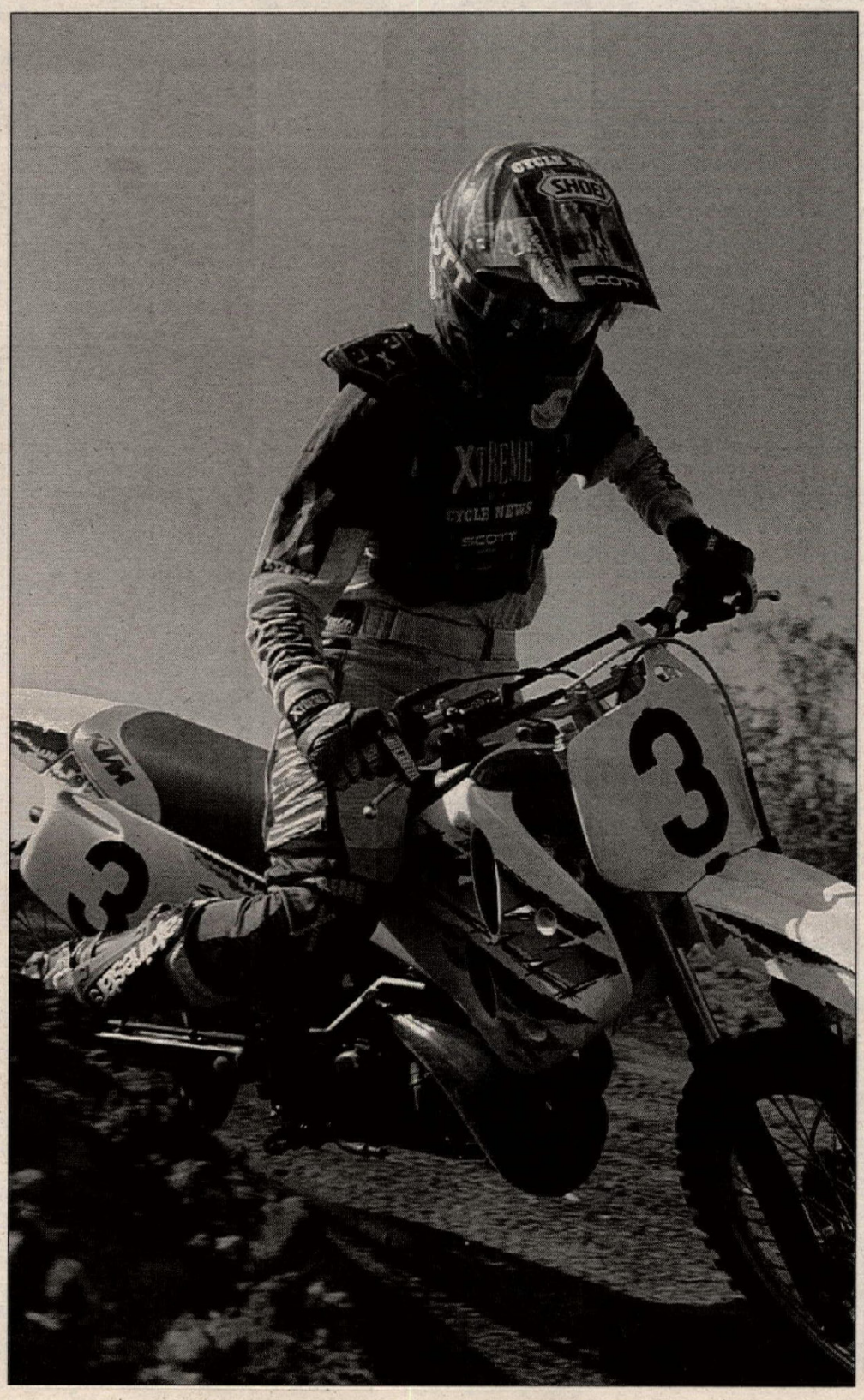
GRAPEVINE
Grapevine Kawasaki
311 E. Northwest Hwy.
Grapevine, TX 76051
(817) 481-2500

# 1995 KTM 250 SX

# Better yet




(Right) The new KTM 250SX is an all-around good package, highlighted by a strong motor and awesome forks. (Below) The SX is downright fun to ride.




**By Kit Palmer**
**Photos by Chris Jonnum**

It seems like just yesterday that KTM motorcycles were about the most expensive motocross bikes on the track, yet not necessarily the best. Now, they are one of the cheapest and one of the best. Go figure.

While hefty price tags might have hurt KTM sales in the past, it was perhaps KTM's "Euro" feel and oddball looks that really steered potential buyers away and straight to the Japanese bike shops, where equivalent machines were significantly less expensive, more comfortable and arguably a lot better. But nowadays, if you were to ride a KTM blindfolded, you might think you were riding a Honda, or a Yamaha, or any Japanese-built bike on the market, for that matter. No longer do KTMs feel "weird" or "too European," and no longer do you have to completely alter your riding style to make a KTM go fast. And believe it or not, they are no longer the most expensive bikes around. No, their prices didn't go down - the Japanese MXers have caught up! A new Honda CR250 is now actually *more* expensive than the new KTM 250 SX, albeit by just $51. The KTM carries a suggested retail price of $5048. The KTM is no longer a second-class citizen. Instead, it is - and has been for the last few years - a viable option as a "buyable" 250cc motocrosser.

The '95 SX features many changes over last year's successful model. Perhaps the most obvious update is the switch from inverted to conventional forks. Marzocchi Magnum 45mm forks are now standard equipment on all KTM MXers and off-roaders. Other manufacturers have climbed on the conventional fork bandwagon as well, including the Italian-made TM and Spanish-built Gas Gas motorcycles. Most people seem to agree that conventional forks are the hot setup for off-road riding. We recently tested the KTM 250 E/XC "enduro" bike, and are still ranting and raving about how well the forks worked. Many of the nation's top enduro riders have also canned their inverted forks for conventional sticks, including new champ Steve Hatch, Kevin Hines, Randy Hawkins and Jeff Russell.

But for motocross, not as many are sold on the idea of going back to conventional forks. The "latest and greatest" is the theme among the MX crowd, and it sometimes seems hard for them to take an objective look at the past. Many of today's riders, in fact, may have never even experienced a ride aboard a conventional-fork-equipped machine. That's why we're just a little bit surprised that KTM went with the Magnums over their former WP inverted forks on their motocross models.

But after riding the new SX, we're glad they did. We are just as impressed with the Marzocchis on the SX as we were on the E/XC.

On the track, the Marzocchis soak up the small chop, square-edged holes and hard slams better than any fork we've felt in a long time. While we expected the Marzocchis to handle the small ripples well, we were pleasantly surprised by how well they absorbed the hard impacts, too. On one of our well-used test tracks, there is one whoop section that you have to jump into if you want to double through the whoops, but sometimes, if you don't get a good drive off the first jump, the front end usually *slams* into the face of one of the whoops. At this point, there isn't much you can do but cringe and hope you shoulders don't pop out of their sockets. But with the KTM, you hardly notice the impact.

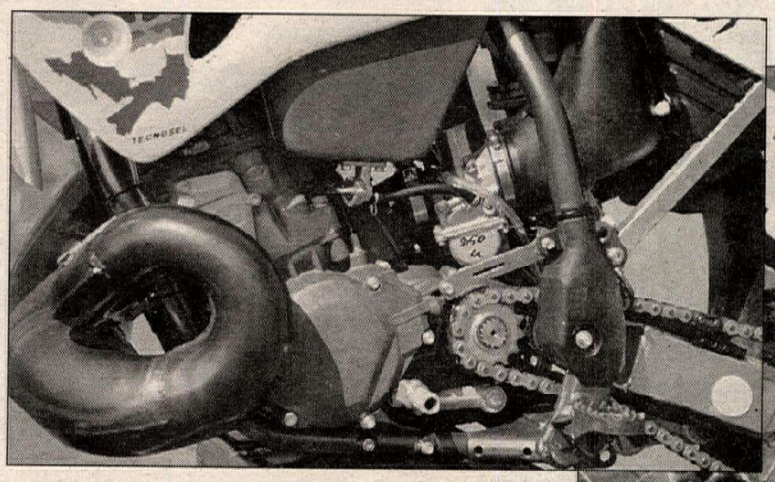
One of the main reasons most of the factory motocrossers are reluctant to go with the conventional forks is because, at the speeds they ride, they need that extra rigidity that inverted forks offer through the stutters and stadium-type whoops. KTM obviously believes that most people can't truly take advantage of the inverted design. KTM also feels that the Marzocchis are much easier to tune.

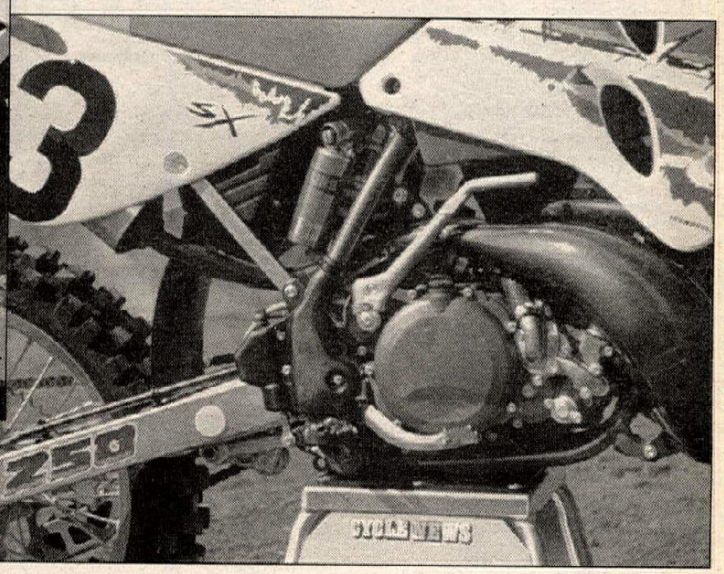
The Marzocchis feature external compression and rebound damping adjustments; compression on the left leg and rebound on the right (sitting on the bike).

Grasping the Marzocchi forks is a new triple clamp, which uses a solid handlebar clamp that is integrated into the casting. A reduced offset of 16mm has also been designed into the new clamp to compensate for the leading axle of the Magnum fork. KTM claims that the new triple clamp is 1.1 pounds lighter than its predecessor.

The new offset must work, because we had no major problems guiding the KTM through the corners and noticed no loss of straight-line stability, as compared to last year's model. Once in a blue moon, while transitioning from full throttle to no throttle, the front end shook a little bit. But as far as turning, most of our testers agreed that the KTM still steers quite well. Perhaps a little on the slow side, but it was nothing you couldn't get used after a few laps.

**(Above) The suggested retail price for the SX is $5048, some $51 less than the Honda CR250. (Above right) Marzocchi Magnum forks are standard equipment.**






**There's plenty of power on tap from the SX's motor. It pulls well off the bottom but really takes off from midrange on up. (Right) The rear suspension is handled by an Ohlins shock.**

At the other end is a fully adjustable Ohlins shock. It too works well, but requires a bit more dialing in than the forks. Once broken in, it takes careful tuning to get things just right. We wound up bumping up both the rebound and compression damping quite a bit. When it's dialed in, the back end works quite well. KTM recommends that you run 105mm of sag, but we eventually ended up with 90.

The liquid-cooled, case-reed-inducted motor has been retuned for better working midrange to top-end performance. KTM engineers accomplished this by going to a flat-top piston, redesigning the cylinder head, and incorporating a more heat-diffusing design which allows for high compression ratios. It almost goes without saying that the cylinder ports have been touched up, and that the hefty exhaust pipe is all-new. Plus, the reed-petal material has been changed as well as thickened, which KTM claims gives the SX more top-end power and longer reed life.

To improve shifting feel, the shift drum's gear selector has been modified to improve shifting and minimize missed shifts. A harder, smoother finish is used on the shift-fork channels.

Adding to the finishing touches, the engine-case, ignition and clutch-cover fasteners have all been changed from Allen head to 8mm hex-head bolts for easier servicing and greater standardization of fastener sizes. Plus, the engine cases, ignition and clutch covers are titanium anodized, utilizing an acid dip treatment to give a "works like" appearance.

The SX's motor is downright powerful, yet is extremely easy to manage. There isn't a ton of power off the bottom, but from midrange on up, the KTM hooks up and pulls hard. The powerband is super smooth throughout, which no doubt gives it that "I can do anything" feel. It really is a confidence-inspiring motor. The 250 SX motor doesn't give anything away to its competitors - it's fast and smooth.

Our bike came jetted a little on the lean side. While we hardly noticed it on the tighter tracks, the KTM pinged hard on longer, faster courses, particularly on the straights. Further investigation found a #170 main jet in the carb, and a simple switch to a #172 cured the problem and slightly improved pulling power off the bottom. KTM says it's not out of the question to go as big as #175.

The KTM is very comfortable. It's the kind of motorcycle you can hop on and immediately feel right at home on. That "Euro" feel is for all intents and purposes completely gone, and has been replaced by pure comfort. One rider said that the KTM still feels a little big in overall size, but he liked the added room. Only the seat gave us something to complain about. The two-stage padding is overly stiff - it feels as though you're sitting on the narrow side of a brick. But the aluminum-alloy handlebars (which are now 8mm taller than before), grips, levers and overall layout left us grinning from ear to ear. The half-waffle-design grips, made by Domino, are downright awesome, and all of our testers praised the handlebar's bend. However, one rider did mention that he felt that the distance between the handlebar and the levers was still too far. And another rider is still cursing about the small plastic frame guards by the footpeg area, which he said constantly caught on his boots.

Even the Brembo disc brakes work well. Okay, maybe not as good as the Honda's class-standard binders, but good enough. Some riders complained at first that the back brake was overly sensitive and grabby, but this problem became less noticeable after a few hard motos. Both front and rear discs use double-piston calipers and organic pads. There is plenty of power at both ends to get the job done.

We've ridden the KTM a lot and have become quite fond of it, and the Marzocchi forks and easy-to-manage and powerful motor have a lot to do with that. Complaints from our testers were few and far between.

What would it take to make the KTM better? Not much. We'd like to see the bike come stock with fork protectors. Right now, the stanchion tubes are susceptible to dings and damage. Slightly softer seat padding would be nice, and perhaps a more progressive rear brake would silence our pickiest test rider. Things that we especially liked were the Marzocchi forks, the powerful, yet ridable motor, the aluminum subframe, the Dunlop tires, the grips and handlebars, the beefy exhaust pipe, the new hex-head bolts, the narrow seat, and the slick styling.

Simply put, this is the best KTM 250 MXer ever. And it's affordable. CN

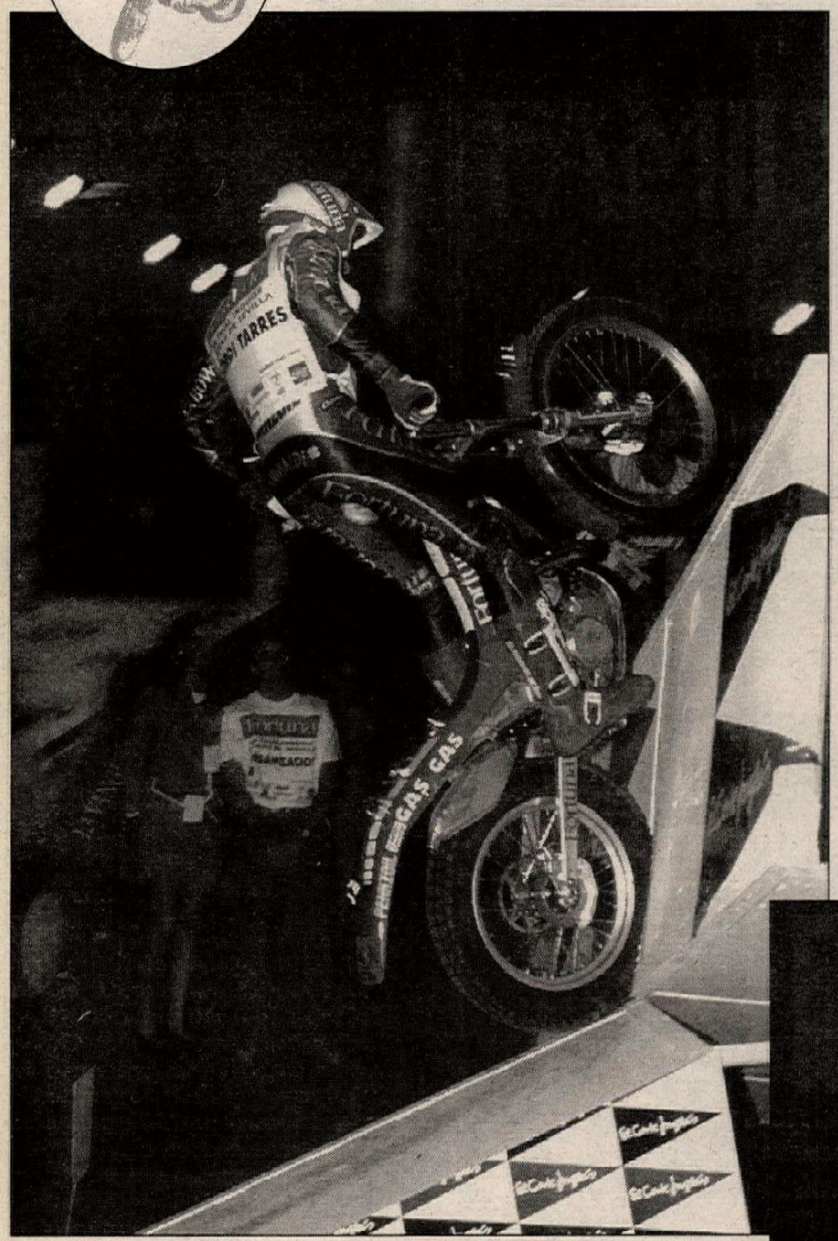
*While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.*

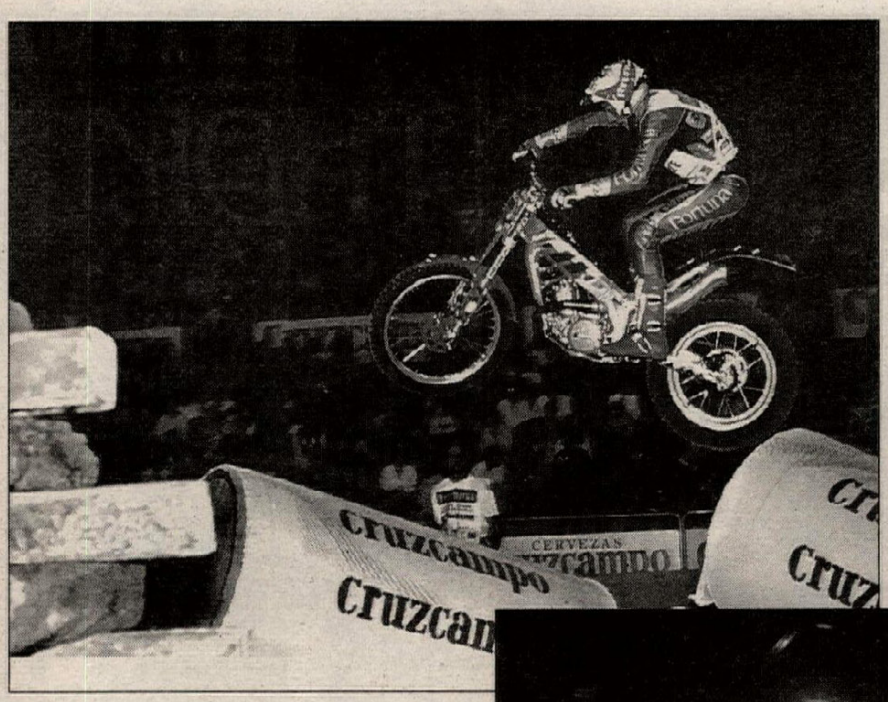
## 1995 KTM 250SX

### Specifications

| | |
|---|---|
| **Engine type** | Single-cylinder, two-stroke, case-reed induction, liquid-cooled |
| **Cylinder** | Mahle Nikasil coated |
| **Exhaust** | TVC Twin Valve Control power-valve |
| **Silencer** | Aluminum |
| **Bore x stroke** | 67.5 x 69.50mm |
| **Displacement** | 248.6cc |
| **Transmission** | 5-speed, close ratio |
| **Final drive** | 13-50 520 chain |
| **Fuel capacity** | 2.4 gal. |
| **Carburetor** | Keihin PWK 39mm "D" slide |
| **Ignition** | SEM digital controlled |
| **Frame type** | Chrome-moly, aluminum subframe |
| **Fork** | KTM Magnum Marzocchi 45mm conventional |
| **Front wheel travel** | 11.8 in. |
| **Rake angle** | 27.7 degrees |
| **Front brake** | 10.2-in. disc, double piston |
| **Front tire** | Dunlop 701, 80/100 x 21 in. |
| **Shock** | Ohlins type 3A/16mm shaft, ext. rebound & compression adj. |
| **Rear wheel travel** | 13.3 in. |
| **Rear brake** | 8.65-in. disc, double piston |
| **Rear tire** | Dunlop 701, 100/90 x 19 in. |
| **Seat height** | 37.2 in. |
| **Wheelbase** | 58.3 in. |
| **Ground clearance** | 15.2 in. |
| **Claimed dry weight** | 218.2 lbs. |
| **MSRP** | $5048 |

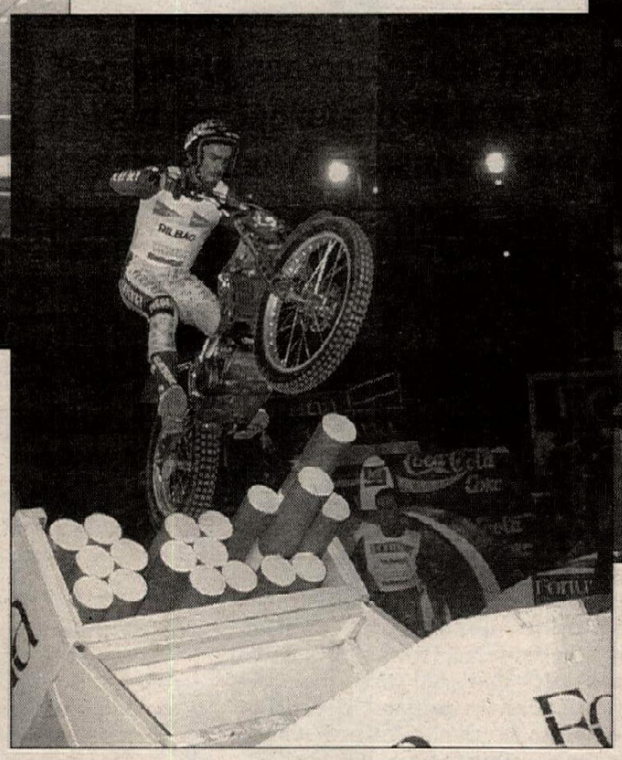
## Round 1: V Trial Indoor of Valencia

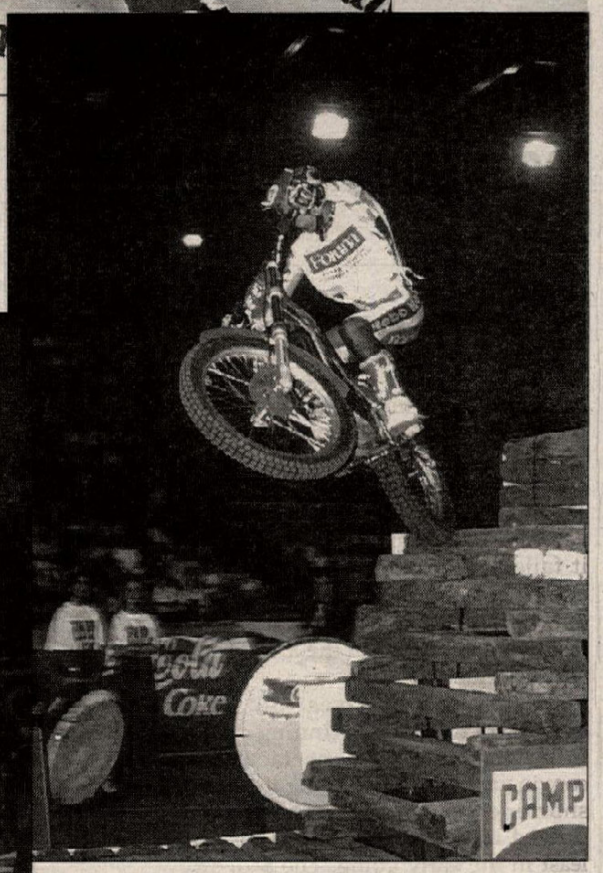




(Left) Reigning Indoor World Champion Marc Colomer finished second behind Tarres, in what may be one of his last rides aboard a Beta.

(Left) Six-time World Champion Jordi Tarres finally scored his first Valencia Indoor win. (Below) Montesa's Amos Bilbao regained his old form en route to a third-place finish. The Spaniard was arguably the most popular rider on the floor.





(Above) Gas Gas rider Joan Pons was spectacular, but was still eliminated well before the final. Though he contested the World Championship Series aboard a JT35, he opted to ride the smaller JT25 indoors.
(Below) Jordi Tarres in action.

# Finally, it's Tarres

**By Ignaci Bertran**
**Translation by Martin Belair**

VALENCIA, SPAIN, NOV. 19

Jordi Tarres, the man who has won it all, had remarkably never scored the win at the indoor trial of Valencia. Try as he might, the sport's winningest rider could never seem to score the win at the pesky event, and had come away empty handed in his previous four attempts. But like they say, it's better late than never. At the opening round of the Indoor Trials World Championship Series, the six-time World Champion dueled to the end with rivals Marc Colomer and Amos Bilbao, and emerged victorious aboard his factory Gas Gas JT25 Contact.

The Sports Arena of Valencia was filled to capacity and the public was anxious and excited to have the first round of the Indoor Trials World Championships begin. A total of nine sections and a few minor rule changes made for an action-filled evening with the men of dynamic balance.

The first rider to take to the sections was the young, 16-year-old Marcel Justribo, who demonstrated that he has the skills to be a future champion. Being the first rider of the evening, however, made the youngster very nervous. The second rider to tackle the sections was the popular Bilbao. Mounted aboard a Montesa Cota, the man from Santander was arguably the most popular rider of the evening, and his fans followed his every move. Confident and spectacular, it was vintage Bilbao, for sure. Amos showed great desire, especially on the castle section, where he lost control of his bike, which luckily came to rest against one of the safety rails, narrowly avoiding a 25-foot drop to the concrete floor below.

Beta's Colomer, the reigning Indoor World Champion, was the third man out, and he demonstrated why he holds the title. Colomer posted the lowest loop of the evening, and won a direct transfer to the finals. Colomer's excellent ride was in direct contrast to that of Englishman Dougie Lampkin, who was not in the best form. The Brit finished just a few points ahead of Justribo.

Veteran Donato Miglio was performing as usual - his elegant, yet spectacular style is admired by all - but it was not enough to gain access to the final.

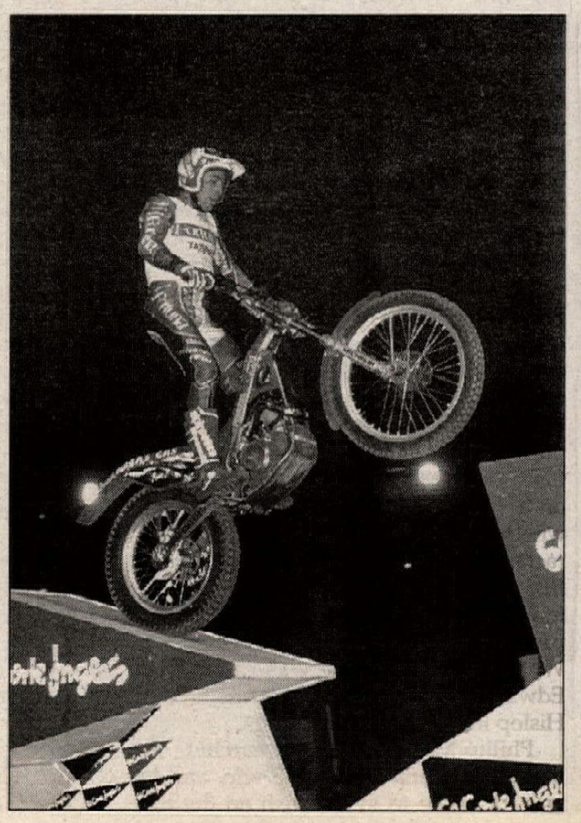
The story was the same for Fantic's Tommi Ahvala, number-two in the Indoor Series. The 1992 World Champion never gained his rhythm after a huge crash on section one, which damaged his Fantic and kept him out of the final three traps.

Bilbao and his followers were the beneficiaries of Ahvala's misfortune, and Colomer, Tarres and Bilbao would comprise the final round.

Throughout the last loop, it was Tarres who made the crowd gasp in awe. From the first section to the last, Tarres was spectacular and solid, leaving no doubt that he would no longer accept second place in Valencia. The night was his, and he put on a clinic for the spectators and other riders, as well. CN

**Sports Arena of Valencia**
**Valencia, Spain**
**Results: November 19**

Main: Jordi Tarres (G-G); 2. Marc Colomer (Bet); 3. Amos Bilbao (Mon).



Lonny Hallsted rocked and rolled to the Expert class victory at the Salem Indoor Trial.

# Hislop takes it to the streets

**By Chris Carter**

MACAU, NOV. 19

Scotsman Steve Hislop rode one of the Shell Team Harris Yamaha YZR500s to his third overall victory in the accident-hit Macau Grand Prix, held in the streets of the city.

It took three attempts to get the second leg underway after a spate of crashes, and by then the distance had been cut from 15 laps to just seven. Even then it failed to go the distance when yet another crash forced the red flag to go out, and the results to be calculated after just five go-arounds of the 3.8-mile Guia street circuit.

That gave the 32-year-old Hislop overall victory after winning the first full-distance race in spectacular and convincing style, and taking third in the shortened second leg. The first race proved to be hard work for Hislop, at least in the early going. The Scot struggled for several laps to get the carbon-fiber brakes on the Harris Yamaha to work effectively. Eighth at the end of the first lap, Hislop quickly went to work and he finally moved into the lead on the eighth lap. From there it was easy sailing as Hislop and the Yamaha pulled away to victory.

The event was marred by the death of Japan's Katsuhiro Tottori, who crashed with German Lothar Neukirchner in the second leg. Tottori and Neukirchner's bikes locked together before separating at high speed, throwing Tottori on top of the trackside wall. He was pronounced dead on arrival at the hospital.

Second overall on the day went to Englishman Mike "Spike" Edwards, riding one of the two ROC Yamahas entered in the race. The 32-year-old was invited to compete on the ROC bike after Belgian Laurent Naveau was forced to pull out due to injury. It was Edwards' first visit to Macau and his first-ever ride on a "proper" race bike. Still, the man who has made his reputation in Europe racing Supersport machinery astonished his rivals and the fans by qualifying fourth and following that up with a third place and a victory in the two legs. When aggregate time was calculated, Edwards was only 2.97 seconds behind Hislop in the overall standings.

Phillip McCallen is still searching for that elusive first Macau GP win, and he was fortunate to even finish on the rostrum this time out. A good second-place finish, just 3.14 seconds behind Hislop, in the first leg was followed by some bad luck in the second. With his 500cc Millar Racing Yamaha running intermittently on two cylinders because of faulty spark plug caps, McCallen was forced to pit when the red flag came out for a crash that involved Englishman Dave Leach. But with the results tallied on the basis of running order the previous lap, McCallen was credited with 10th and third place overall.

It was not a great day for Joe Millar's team. In the morning while preparing for the two-leg race, the team's minibus was towed away by local police for being illegally parked. McCallen's hopes for victory were then dashed by the electrical problem, and to cap it all off he had his $1500 prize money stolen while the team ate dinner at a local restaurant after the race.

Belgian Stephane Mertens was another man lucky to score a podium position in the second leg. His Ducati, which was supplied to him by Macau GP regular Peter Rubatto, also hit electrical snags starting the sixth lap. But like McCallen, Mertens' effort didn't go to waste as the red flag caused officials to base the results on the running order on lap five - so Mertens earned a second place in the leg, just 1.5 seconds behind Edwards and only a quarter of a second in front of Hislop. In fact, only 2.5 seconds covered the top four as they diced it out at the front of the pack.

If the race had indeed gone one more lap, New Zealander Andrew Stroud - on the second ROC Yamaha - would have joined Edwards on the podium with third place overall. The third fastest qualifier instead had to settle for two fourth-place finishes.

The Kiwi had grabbed the lead momentarily from teammate Edwards before taking to the slip road at the Melco Hairpin on lap six, dropping him back four places and causing him to lose contact with the lead group.

The best of the Americans in Macau were newcomer Glenn Szarek on the Virginia Breeze Yamaha 1000, and race regular Chuck Graves on the Valvoline Suzuki GSXR1100.

Graves' plan each time out was simple - he would use the power of the big four-stroke to blast his way to the front of the pack from the third row of the grid to "grab some TV air time." In practice, Graves' Suzuki had been clocked as the fastest of all, encouraging him to believe he could at least run with the front-runners early on.

The plan worked. In the first leg, the diminutive Californian was second at the end of the opening lap behind Edwards' Yamaha 500. He then slipped back to third place on lap two and three before dropping a place or so from then on to finally finish inside the top 10 in ninth place.

Graves did it again in all three starts for the second leg. He was fifth on the opening lap of the second restart, and finally took the powerful but cumbersome Suzuki to eighth place in that five-lap event to take eighth place overall.

If Graves' effort was good, then 32-year-old Szarek's was even better. Only 12th in qualifying after slashing almost nine seconds off his early lap times, Szarek got away seventh in the opening leg and rode to a steady eighth, passing Graves and German Thomas Ochsenreiterger two laps from the finish.

And the WERA 600cc Superstock Champion was even more impressive in the second race, running fourth for the first two laps and then dropping back one place to finish fifth. He ended up just behind a four-way dice between Edwards, Mertens, Hislop and Stroud. That splendid performance netted Szarek sixth overall and he was only five or six seconds away from taking fifth from Scotsman Roger Bennett on aggregate time.

The other Americans had a miserable time with only Eric Moe classified in the final results. Moe rode his C&C/Moe Knows Racing-backed Kawasaki to 11th overall. The two other Americans who didn't figure in the final results were Ricky Orlando and Paul Harrell.

Harrell's practice was plagued with engine problems and in the very first untimed session on Thursday morning the motor on his Yamaha expired, seemingly putting him out of the event. But group leader Henry deGouw swung into action, persuading the injured Arpad Harmati to loan the 750cc Yamaha engine that he didn't need after crashing and breaking a bone in his shoulder to Harrell. Sadly, the generous offer didn't pay great dividends. In the first 15-lap race, Harrell made a bad start and eventually finished 13th. In the second leg the borrowed engine gave up one lap from the end of the third restart.

Orlando's practice was also troubled. After suffering with carburetion problems, he eventually qualified 14th. In the race, Orlando's Gold Hill Racing Kawasaki was still misfiring. He crossed the finish line in 16th in the first race, but he ran out of gas on the last lap of the second leg. CN

**Macau Grand Prix Circuit**
**Macau**
**Results: November 19, 1994**

**QUALIFYING:** 1. Phillip McCallen (2:26.35); 2. Steve Hislop (2:36.61); 3. Andrew Stroud (2:37.19); 4. Mike Edwards (2:38.56); 5. Stephane Mertens (2:39.06); 6. M. Rutter (2:39.89); 7. T. Ochsenreiter (2:39.92); 8. Roger Bennett (2:40.68); 9. Chuck Graves (2:41.25); 10. L. Pullan (2:41.39); 11. Dave Leach (2:43.38); 12. Glenn Szarek (2:43.65); 13. Eric Moe (2:45.86); 14. Ricky Orlando (2:48.13); 15. Paul Harrell (2:48.13).

**RACE ONE:** 1. Steve Hislop (Yam); 2. Phillip McCallen (Yam); 3. Mike Edwards (Yam); 4. Andrew Stroud (Yam); 5. Roger Bennett (Kaw); 6. Mike Rutter (Duc); 7. L. Pullan (Kaw); 8. Glenn Szarek (Yam); 9. Chuck Graves (Suz); 10. T. Ochsenriter (Kaw).
**Time:** 39 min., 44.38 sec.
**Distance:** 15 laps, 57 miles.
**Average Speed:** 85.88 mph.
**Margin of Victory:** 3.14 sec.
**Fastest Lap:** Steve Hislop, 2:35.94/87.55 mph, Lap 12.

**RACE TWO:** 1. Mike Edwards (Yam); 2. Stephane Mertens (Duc); 3. Steve Hislop (Yam); 4. Andrew Stroud (Yam); 5. Glenn Szarek (Yam); 6. Roger Bennett (Kaw); 7. Dave Leach (Yam); 8. Chuck Graves (Suz); 9. L. Pullan (Kaw); 10. Phillip McCallen (Yam).
**Time:** 13 min., 9.6 sec.
**Distance:** 5 laps, 19 miles.
**Average Speed:** 86.45 mph.
**Margin of Victory:** 1.5 sec.
**Fastest Lap:** Mike Edwards, 2:35.31/87.9 mph, Lap 5

**OVERALL:** 1. Steve Hislop (Yam); 2. Mike Edwards (Yam); 3. Phillip McCallen (Yam); 4. Andrew Stroud (Yam); 5. Roger Bennett (Kaw); 6. Glenn Szarek (Yam); 7. L. Pullan (Kaw); 8. Chuck Graves (Suz); 9. Stephane Mertens (Duc); 10. Dave Leach (Yam).

## Hallsted hops to Salem Trial win

**By Ted Burgler**

SALEM, OR, NOV. 19

Lonny Hallsted was on hand to dominate the Expert class aboard his Powerbar-backed Beta in the Salem Arena during the first of what many will hope to be the beginning of a great indoor trials series.

After the first loop, Beta rider Dennis Sweeten posed a real challenge for Hallsted, as the two riders were tied in points. The two remained deadlocked right to the end, where Hallsted had to make a clean over the big van to take the win. He revved his bike to the moon and made the big jump onto the top of the van, claiming the only zero-point ride for the day, which gave him the win.

Sweeten faltered in the second loop and picked up five more points, giving him second place for the day.

Scott Stewart had the crowd roaring when he flipped off the 20-foot pyramid, but amazingly only his handlebars and his pride were broken. Stewart didn't let the mishap affect him, and he was able to put together some incredible rides to finish third behind Sweeten.

Another real battle took place between the consistent Bill Estes and Dennis Tollefson in the Intermediate class. Tollefson had the clear lead on the first lap, with only three marks lost, and they were all in the last section on the five-foot undercut log. Estes was seven points back, but it could easily be made up if Tollefson let it slip again on the log.

It all came down to the last lap and the last section, as they were both gunning for the win. For Estes to win, he would have to clean the log and Tollefson would have to take a five. Tollefson blew it under the pressure of the crowd and took the big five. But Estes somehow slipped on the dirt surface, hit the log a bit too low and ended up taking a one, handing the win back to Tollefson.

Advanced rider Al Pereria took a big win again over up-and-coming riders Dan Dwyer and Blake Landon. Pereria mastered the gigantic pyramids of section six while also cleaning the tricky exit off the top of the van in section four.

**Results**

EX: 1. Lonny Halisted (Bet); 2. Dennis Sweeten (Bet); 3. Scott Stewart (G-G); 4. Scott Tyler (G-G); 5. John Isherwood (Bet).
ADV: 1. Al Pereria (G-G); 2. Dan Dwyer (G-G); 3. Blake Landon (G-G); 4. Brian Dwyer (G-G).
INT: 1. Dennis Tollefson (G-G); 2. Bill Estes (Yam); 3. Dale Tollefson (Bet); 4. Mike Given (Yam); 5. Walt Wooley (G-G).
NOV: 1. Monte Eby (Yam); 2. Gene Chittim (G-G); 3. Lou Hackett (G-G); 4. Dave Cady (Fan); 5. Dan Estes (Yam).

## Hess strikes again at Surry 100 Hare Scrambles

**By Mary Jackson**

SURRY, VA, NOV. 13

Mark IV Havoline/Eugene Comptom, Attorney at Law/Neeley Racing/Oury Grips/Works Enduro Rider/Jerry's Trucking/Scott USA/Underware Glove Liner/Metzeler Tire/J&J Contractors-backed Brian Hess claimed his 10th triumph of the '94 season with an overall victory at the VCHSS Surry 100 Hare Scramble in Virginia.

Hess failed to get the holeshot, and he trailed George Greer for two laps. Greer started out strong, but Hess kept up the pressure. Before the third lap, Hess pulled up and made the pass on Greer to bring home yet another overall win for the '94 season. With two throwaway rides, Hess has chalked up a perfect score with a total of 10 overall wins out of 11 races.

The next class to watch was the 250/500cc C class. Casey Cycle City/Havoline/Regina Chain-backed Jason Greer claimed the first-place finish. Greer, who was fourth off the line, pulled up and was ready to pass the first-place rider, when he went down and had to make up seven positions. Even so, Greer prevailed for the victory.

**Results**

O/A: Brian Hess (Kaw).
AA: 1. George Greer; 2. David White; 3. Daniel Morrison.
250/500 A: 1. Andrew Williams; 2. Timmy Mitchell.
VET A: 1. Rick Pino; 2. Danny Morrison.
0-200 B: 1. Ron Thompson; 2. Larry Lewis.
250/500 B: 1. Thomas Gibson; 2. Dean Ingram; 3. Scott Ellinger; 4. John Morrissey; 5. Tracy Crawford.
VET B: 1. Robert Galyon; 2. Bobby Wilt; 3. David Clark; 4. Sam Miner; 5. Paul Jacklin.
4-STRK: 1. Brian Blacka; 2. Douglas Fitzwater.
0-200 BEG: 1. John Geiman; 2. Mike Capwell; 3. Chuck Honeycutt; 4. Mike Bouma; 5. Warren Hill.
250/500 BEG: 1. Jason Greer; 2. Eric Hytinen; 3. Scott Sebring; 4. Jerry Presley; 5. Rick Houston.
SR: 1. Bob Williams; 2. Stan Norris; 3. Chuck Lewis III.
0-100: 1. Jason Greer; 2. Tony Bonanno; 3. Stephen Edmondson; 4. Nick Nestor; 5. Donald Viers.

Scott Pemberton (56) topped John Turner (879) in the Junior Vet Novice class at LACR.

## Cole, Pemberton hot at LACR Motocross

**By Greg Robertson**

PALMDALE, CA, NOV. 13

Great come-from-behind rides by both Earl Cole and Scot Pemberton helped them secure overall wins in the 250cc Novice and Junior Vet Novice classes, respectively, during the third round of the seventh annual California Racing Club Sponsorship Series at Los Angeles County Raceway.

Tony Green led the first 250cc Novice moto start followed closely by Cole, Brad Schultz and Paul Gilmartin. On the opening lap, Cole and Schultz collided off a jump with Schultz going down. Cole followed Green for a lap before executing a block pass to take over the lead. Green struck back quickly, regaining the lead on the following circuit.

Cole was all over Green's back fender when Cole stalled his bike in a turn. Green disappeared with a 10-second advantage before Cole was able to resume. Once underway, Cole was on fire, trimming three seconds a lap off of Green's pace to once again close to his rear wheel when the checkers fell. Gilmartin crashed once but got back up to repass Jake Gribbon and Chris Neitzel to finish third.

Cole holeshot moto two and proceeded to run off the track coming out of the third turn, but he was able to jump back on the track still in the lead. Green held down second place for a lap before Schultz shot past. Schultz slowly reeled in Cole until his chain broke upon landing from the Kal Gard-tower jump after he had received the white flag. Cole cruised home the second moto and overall winner. Green was a distant second ahead of Neitzel.

John Turner edged out Scot Pemberton and John Erickson to start the first Junior Vet Novice race. Turner and Pemberton tangled only a few turns into the moto with Pemberton ending up getting up off the ground in last place. Turner continued on unscathed to build a 10-second lead by the halfway point. Pemberton was the fastest rider on the track, passing everyone but Turner with one lap remaining. Pemberton's last-lap charge had him close to within a couple of bike lengths of Turner by the finish. Erickson held on to third over Danny Canada.

Moto two started where moto one ended, with Pemberton chasing Turner. With just over a lap completed, Pemberton forced his way past to take control. Pemberton easily motored away to build a 15-second cushion over Turner when the checkered flag waived. Erickson topped Canada again for third.

### Results

P/W B-2: 1. Tate Misiaszek (Yam); 2. Matt Contreras (KTM); 3. Wes Hicks (Yam); 4. Bruce Terzian (Suz); 5. Eddie Woodard (Yam).

P/W B-1: 1. Aron Boy Tomota (PAX); 2. Tim McDaniel (Yam); 3. Michael Parker (Yam); 4. Christpher Jancich (Yam); 5. Jake Poole (Yam).

P/W A: 1. Ricky Hemme (Yam); 2. Ryan Roybal (Yam); 3. Jared Tebo (Yam); 4. J.J. Noone (Itj); 5. Charles Messer (Yam).

P/W MOD: 1. Tanner Alexander (Yam).

60 BEG: 1. Nathan Pamintuan (Kaw); 2. Travis Pursley (Kaw); 3. Ryan Roybal (Kaw); 4. R.J. Early (Kaw).

60 (0-8): 1. Chris Nihan (Kaw); 2. Blake Margheim (Kaw); 3. Vincent Rhoads (Kaw); 4. Ricky Oliver (Kaw); 5. Scott Simon (Kaw).

60 (9-11): 1. Daryl Ecklund (Kaw); 2. Kit Kunath (Kaw); 3. Gerard Patin (Kaw); 4. Andy Pierce (Kaw); 5. Daton Beavers (Kaw).

80 (BEG): 1. Kurt Caselli (Kaw); 2. Tanya Faulkner (PAX); 3. John Butler (Suz); 4. Scott Simon (Kaw); 5. Mike Gould (Yam).

80 (7-11): 1. Christopher Tocco (Suz); 2. Daryl Ecklund (Suz); 3. Johner Faulkner (PAX); 4. Gerard Patin (PAX); 5. Daton Beavers (Kaw).

80 (12-13): 1. Michael Young (PAX); 2. Bryan McGavran; 3. Levi Ried (Yam); 4. Shawn Scott (Suz); 5. J.J. Bonnano (Yam).

80 (14-16): 1. Oscar Valdez (Yam); 2. Ito Posca (Yam); 3. Dusty Walters (Yam); 4. Andy Gregg (Kaw); 5. George La Monte (Suz).

125 BEG: 1. Chris Honnold (Kaw); 2. Shawn Haywood (Kaw); 3. Phillip Messenger (Hon); 4. David Nickols (Hon); 5. Joel Nelson.

125 NOV: 1. Tony Green (Kaw); 2. Mike Cinqmars (Hon); 3. Keny Terracciano (Hon); 4. Greg Andrew (Suz); 5. Kevin Tarwater (Suz).

125 INT: 1. Casey Lytle (Hon); 2. Loren Jenkins (Hon); 3. Lanny Turner (Suz); 4. Terrance Malan (Suz); 5. Ken Reed (Kaw).

125 PRO: 1. Jimmy Lavorci (Yam); 2. Jeff Willoh (Kaw); 3. Travis Preston (Suz); 4. Lex Malan (Suz); 5. Joel Albrecht (Yam).

250 BEG: 1. Chuck Clark (Suz); 2. Phillip Messenger (Kaw); 3. Dave Nelson (Hon); 4. Travis Smith (Suz).

250 NOV: 1. Earl Cole (Yam); 2. Tony Green (Kaw); 3. Paul Gilmartin (Hon); 4. Chris Neitzel (Kaw); 5. Jake Gribbon (Yam).

250 INT: 1. Casey Lytle (Hon); 2. Jeff Barbacovi (Yam); 3. Jimmie Deevers (Hon); 4. Scott Johnson (Suz); 5. Eddie Legliu (Kaw).

250 PRO: 1. Jeff Willoh (Kaw); 2. Bill Sauro (Hon); 3. Ty Kady (Suz); 4. Tracy Asher (Suz); 5. Larry Gessner (Hon).

500 NOV: 1. Jon Hall (Hon).

JR VET BEG: 1. Chuck Williamson (Kaw); 2. John Butler Jr. (Hon); 3. Phillip Kuhn (Yam); 4. Todd Ford (Kaw); 5. Jeff Campbell (Hon).

JR VET NOV: 1. Scot Pemberton (Yam); 2. John Turner (Suz); 3. John Erickson (Hon); 4. Danny Canada (Kaw).

JR VET EX: 1. Jeff Barbacovi (Yam); 2. Larry Gessner (Hon); 3. Jeff Steinrock (Hon); 4. Jay Baumert (Kaw); 5. Bo Lemastus (Kaw).

VET BEG: 1. Michael Kennedy (Kaw); 2. Jeff Campbell (Hon); 3. Remy Pamintuan (Suz); 4. Chuck Williamson (Kaw); 5. Briney Timothy (Yam).

VET NOV: 1. Don Biava (Hon); 2. Alon Sahar (Yam); 3. Peter Jenkins (Hon); 4. Phil Davis (Hon); 5. Dave Simon (Kaw).

VET INT: 1. James Coppedge (Yam).

VET EX: 1. Brad McLeod (Hon); 2. Jeff Steinrock (Hon); 3. Jay Baumert (Kaw); 4. Rodney Morrison (Hon).

SR BEG: 1. Ruthan Renaux (Hon); 2. Larry Kirsch (Hon).

SR NOV: 1. Michael Burnett (Suz); 2. David Burson (Suz); 3. Rick Early (Hon).

SR INT: 1. Herbert Allan (Kaw); 2. Layman Gattis (Hon).

SR EX: 1. Bob Dunham (Yam).

## Fipps in charge at Waco Scrambles

**By Bob Windham**

WACO, TX, NOV. 6

The second round of the 1995 Tucker-Rocky/Acerbis/Dunlop/Answer/Sidi-sponsored AMA Championship Hare Scrambles Series was cancelled due to the recent devastating floods of Southeast Texas, but Jeremy Fipps dominated round three, which went off as scheduled on the Waco Eagles home club riding property.

The AA class is normally the highlight of the afternoon's feature race, and Fipps provided all spectators crowding into the supercross section of the 7.2-mile course a superb show, as he immediately strapped a one-minute advantage on all his challengers to score a runaway class win for the day.

A strong race was run by all members in Open A class. Suzuki-mounted Oliver Benetis got the nod from the scorekeepers for Overall A honors, while Bert Reynolds outran the remainder of Open A blasters for second place. A war broke out for the next two positions, with Todd Tarver besting Gary Windham for third place.

The Doug Paley, Alan Drane and Jeff Wilson show was the highlight of Vet A class, with Paley garnering the class win and fifth overall honors ahead of Jeff Wilson.

The 200cc A division was the home court of teenage ragers Travis White and Jeremy Buckley. White was solidly in control until late in the race when he ran out of gas within sight of the pits. While fuel was carried to the stalled White, he lost just enough time to forfeit his hard-earned lead. White made an effort to regain the top spot late in the race, but Buckley managed to maintain the lead for the win. Enduro ace Barry Franklin enjoyed a decisive victory in Senior A class. Brian Canion managed a victory in the Open B class, his first since a serious arm injury a year ago.

### Results

AA: 1. Jeremy Fipps (Hon); 2. Clifford Goertz (Suz); 3. Steve Cardwell (KTM); 4. Shaun Martin (Yam); 5. Jeff Wilson (Yam).

O/A: 1. Oliver Benetis (Suz); 2. Bert Reynolds (KTM); 3. Mike Bradshaw (Yam); 4. Todd Tarver (KTM); 5. Doug Paley (Kaw).

SHORT O/A: 1. Jeff Pierson.

OPEN A: 1. Bert Reynolds (KTM); 2. Michael Bradshaw (Yam); 3. Todd Tarver (KTM); 4. Gary Windham (Kaw); 5. Brian Holmes (Kaw).

4-STRK: 1. Mark Andrews (Hon); 2. King Tieken (Kaw); 3. Warren Rulau (Hus); 4. Scott Mattison (Hon); 5. Steve Weselik (Hon).

VET A: 1. Douglas Paley (Kaw); 2. Alan Drane (KTM); 3. Jeff Wilson (Yam); 4. Derry Blish (Kaw); 5. Don Murphy (Hon).

SR A: 1. Barry Franklin (KTM); 2. Dusty Tower; 3. Gene Hooker (KTM); 4. Howard Juckett (Kaw).

200 A: 1. Jeremy Buckley (Hon); 2. Travis White (Suz); 3. Stephen Selman (Kaw); 4. James Clark (Kaw); 5. Jay Roy (Hon).

OPEN B: 1. Brian Canion (Hus); 2. Todd Gaskill; 3. Tracen Gardener; 4. Bryan Davis; 5. Dana Schrab.

VET B: 1. Gregory Howard; 2. Bryan Hanson; 3. Russ Clark (Yam); 4. Dean Montey; 5. Harvey Gartley (Yam).

JR: 1. Jonathan Buckley (Hon); 2. Craig Chedsey.

200 B: 1. Timothy Gillis; 2. Travis Allen; 3. Rick Cartwright; 4. Jimmy Cross; 5. Junior Shoemaker.

80: 1. Drew Dunbar (Yam); 2. Joshua Lawrence; 3. Chris Adams; 4. Cliff Martin (Yam); 5. Jarrett Titus.

SR B: 1. Charles Pritchett (Kaw); 2. Jack Oliver (KTM); 3. William Click (Hon); 4. Charles Lawrence (Yam); 5. John Michlowsky (Kaw).

S/SR: 1. Bobby Reynolds (KTM); 2. Kenneth Langham (Yam); 3. Larry White (Yam); 4. Mike Davenport; 5. William Canion (Hus).

OPEN C: 1. Brian Mullins (Kaw); 2. Curt Collier; 3. Jarrod Goertz (Hon); 4. Glen Germer; 5. Jimbo Gipson.

SPTSMN: 1. Dale McCuloch; 2. Kevin Moore; 3. David Flory; 4. Kevin Vandevander; 5. Kevin House.

200 C: 1. David Fluchel; 2. J.R. Rakes; 3. Peter Rosales; 4. Joe Prussiano; 5. David Ketchum.

60: 1. Waylon McCulloch (Kaw); 2. Hank Hanson (Kaw); 3. Kyle Martin (Kaw); 4. Zachry Smith (Kaw).

50: 1. Zachary Cagle (Yam); 2. Weston McCulloch (Yam).

## Pocorobba tames Reddick MX

**By Kyle Myers**

REDDICK, FL, NOV. 13

Anthony Pocorrobba had a great day of racing at the seventh annual Southeastern Regional Championships at Motocross of Marion County. Pocorobba won three out of four motos and recorded victories in the 125 and 250cc A classes.

In the first 250cc A/B moto, Kenny Yoho ripped the holeshot over Brian Manley, Tipping, Pocorobba and Adam Bechdel. Pocorobba slipped by Tipping on the opening lap, while Manley pressured Yoho for the lead. Manley passed Yoho just before the third lap began. Pocorobba also moved by Yoho a few turns later. Pocorobba started to close in on Manley around the halfway point in the moto. Pocorobba then motored by Manley and pulled away for the win. Manley held on for second ahead of Yoho, Bechdel and Dustin Rounds in the A class. In the B division, Tipping's grip came loose and Jeff Neilander scooted by for the easy win. Tipping limped home in second just in front of Steve Dumond.

Manley led the field around the course to start moto two with Yoho, Rounds, Pocorobba and Tipping following. As the riders hit the sandy portion of the track, Pocorobba sailed by Rounds and closed in on Yoho. Pocorobba set his sights on Yoho and passed him in a corner to take over the runner-up position. Manley and Pocorobba battled for the lead, until mid-moto when Pocorobba blew by Manley to take the point position as Manley dropped off the lead pace with mechanical problems. Pocorobba then set his cruise control on and claimed the winner's share of the Pro purse. Manley still finished second over Yoho and Rounds.

Manley and Pocorobba went at it again in the 125cc A/B class, with Manley topping Pocorobba in the first moto. But the SNR/Race Tech/O'Neal-backed Pocorobba rebounded in moto two to win by a seven-second margin over Manley and claim the overall win.

### Results

P/W (4-6): 1. Davi Millsaps; 2. Mike Lozaw (LEM); 3. Ricky Renner (Yam); 4. Angela Moore (Yam); 5. Jason Boyd (Yam).

P/W (7-8): 1. Robert Holstein (Yam); 2. Randy Charron (KTM); 3. Brianna Millsaps (Yam); 4. Kyle Orr (LEM); 5. Cody Roth (KTM).

65: 1. James Stewert (Kaw); 2. Troy Adams (Kaw); 3. Dan Truman (Kaw); 4. Ryan Davis (Kaw); 5. Parker Kirton (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Troy Adams (Suz); 3. Josh Baker (Suz); 4. Dan Truman (Kaw); 5. Ryan Davis (Kaw).

85 (12-13): 1. Clint Shealy (Kaw); 2. Tom Parson (Suz); 3. Paul Reilly (Suz); 4. Brandon Smith (Yam); 5. Mike Ivanko (Kaw).

85 (14-15): 1. Jesse Adams (Suz).

S/MINI: 1. Kyle Farnell (Yam); 2. Clint Shealy (Kaw); 3. Brandon Smith (Yam); 4. Tom Parsons (Suz); 5. Jason Bell (Suz).

16-24: 1. Jeff Neilander (Hon); 2. Jason Thomas (Kaw); 3. Adam Rake (Hon); 4. Jason Dodds (Yam); 5. Ronnie Renner (Yam).

125 A: 1. Anthony Pocorobba (Suz); 2. Brian Manley (Suz); 3. Adam Bechdel (Hon); 4. John Fesler (Suz); 5. Joe Costa (Suz).

125 B: 1. Jarrett Tipping (Suz); 2. Adam Rake (Hon); 3. Jason Thomas (Kaw); 4. Jason Dodds (Yam); 5. Ronnie Renner (Yam).

125 C: 1. Justin Moulton (Suz); 2. Darrin Hosteld (Yam); 3. Sheldon McVay (Kaw); 4. Robert Maurio (Hon); 5. Joe Pennuto (Kaw).

250 A: 1. Anthony Pocorobba (Suz); 2. Brian Manley (Hon); 3. Kenny Yoho (Suz); 4. Dustin Rounds (Yam); 5. Adam Bechdel (Hon).

250 B: 1. Jarrett Tipping (Suz); 2. Jeff Neilander (Hon); 3. Steve Dumond (Yam); 4. Ty Reeves (Hon); 5. Lee Tatham (Yam).

250 C: 1. Jason McCormick (Suz); 2. Matt Smith (Hon); 3. Bret Bohannon (Kaw); 4. Ron Mensforth (Hon); 5. Bob Davis (Yam).

BEG: 1. Cory Willey (Kaw); 2. Chris Buck (Yam); 3. John Shields (Hon); 4. Steve Christianson (Hon); 5. Danny Blover (Kaw).

25+: 1. Scott Miller (Hon); 2. Steve Dumond (Suz); 3. John Lundy (Hon); 4. Ron Mensforth (Hon); 5. Doug West (Yam).

30+: 1. Scott Miller (Hon); 2. John Lundy (Hon); 3. Barry Ferrell (Yam); 4. Dave Wagner (Yam); 5. Bill Still (Suz).

35+: 1. Jeff Hughes (Kaw); 2. Tim Kirkland (Kaw); 3. David Wagner (Yam); 4. Randy Kelley (Kaw); 5. Mike Menefree (Suz).

40+: 1. Tom Fogg (Kaw); 2. Randy Kelley (Kaw); 3. Van Aderhold (Hon); 4. Dale Buck (Hon); 5. Robert Dare (Kaw).

OPEN NOV: 1. Andy McElroy (Hon); 2. Dan Dyer (KTM); 3. Eric Oxford (Kaw); 4. Martin Aderbold (Mai).

## Demuth demolishes Honda Hills

**By Rupert F. Pellett**

LINVILLE, OH, NOV. 16

Feroce racewear-sponsored Josh Demuth powered his Yamaha YZ125 to two convincing wins in both the 125cc A and Schoolboy classes at Honda Hills Motosports Park's last race of the season.

In the first 125cc A moto, Demuth had a great lead up the start hill and left the battling for positions to the rest of the pack. Second-placed Billy Hart was quickly displaced by John Sims, while Wes Boyd ran fourth and Jesse Thumser fifth. Boyd was not content to run in fourth, as he used the second lap to pass Hart for third and then quickly pounced on an unsuspecting Sims to take over second place. Boyd was not able to catch Demuth, who was long gone, and Boyd would settle for second, with Sims a close third. Thumser would eventually get by Hart to round out the top four positions.

The second moto played host to another Demuth holeshot as Sims grabbed the runner-up spot and Thumser was third. Demuth wasted no time in getting a killer pace going, but Sims stayed right on his tail as they flew around the loamy circuit. Fourth-placed Boyd went inside of Thumser by the announcer's booth to take over third place and set his sights on the fleeing pair.

On the third lap, Demuth made an uncharacteristic mistake and ended up taking a soil sample, allowing Sims to take the lead. Demuth quickly remounted and charged after Sims like a man possessed. Demuth finally caught Sims in the infield section but had to wait until the rough straightaway before making his move. Demuth and Sims came out of the uphill corner preceding the straightaway side by side but Demuth held the gas on longer and had the better position going into the next corner, sending Sims into second place. Demuth would run off with the win with Sims in second, Boyd in third and Thumser in fourth.

In the Schoolboy class the hot-riding Jason Frecker was able to top Demuth for first-moto honors, but Demuth came back to take the overall with a second-moto win. Team Green's Jeff Gibson finished a strong third overall in his first Schoolboy race aboard a '95 KX100. In the 50cc stock class it was a 1995 KTM 50SXR sweep as the trick new bikes took first, second and third places, with Michael Willard taking the top honors.

### Results

50: 1. Michael Willard (KTM); 2. Austin Rohr (KTM); 3. Donald Wolf (KTM); 4. Joshua Gaitten (LEM); 5. Joey Pellett (Yam).

65: 1. David Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Chris Whitcraft (Kaw); 4. Justin Cottrill (Suz); 5. Michael Willard (Kaw).

MINI JR: 1. David Whitcraft (Suz); 2. Shaun Kuchler (Kaw); 3. Scott Kuchler (Kaw); 4. Andy Willard (Hon); 5. Willy Browning (Yam).

MINI SR: 1. Mark Burkhart (Hon); 2. Jeff Gibson (Kaw); 3. Jeremy Caudill (Hon); 4. David Hill (Yam); 5. Ryan Lutz (Kaw).

SCHBY: 1. Josh Demuth (Yam); 2. Jason Frecker (Hon); 3. Jeff Gibson (Kaw); 4. Wesley Boyd (Suz); 5. Mark Burkhart (Hon).

17-24: 1. Joey Devault (Hon); 2. Jerry Barlow (Kaw); 3. Patrick Thrall (Hon); 4. Rob Bingman (Suz); 5. Glenn Keaton (Hon).

25+: 1. Mike Hogan (Hon); 2. Gerry Bemett (Hon); 3. Robin McClain (KTM); 4. Rod Hook (Suz); 5. Ken Frankenberry (Hon).

30+: 1. Ken Frankenberry (Hon); 2. Scott Caldwell (Yam); 3. Gerry Bennett (Hon); 4. Mark Matheis (Yam); 5. Philip Pummell (Kaw).

40+: 1. Gerry Bemett (Hon); 2. William Mckeever (Hbg); 3. Larry Shumaker (Yam); 4. Henry Huenstein (Hon); 5. Jim Adams (Hon).

125 A: 1. Josh Demuth (Yam); 2. John Sims (Kaw); 3. Wesley Boyd (Suz); 4. Jesse Thumser (KTM); 5. Billy Hart (Yam).

125 B: 1. Jason Frecker (Hon); 2. Joey Devault (Hon); 3. Troy Swartz (Kaw); 4. Adam Johnson (Hon); 5. Brad Snyder (Hon).

125 C: 1. Lane Teater (Hon); 2. Larry Walker (Hon); 3. Terry Collins (Suz); 4. Rob Bingman (Suz); 5. Ray Perko (Hon).

250 A: 1. Mike Hogan (Hon).

250 B: 1. Scott Caldwell (Yam); 2. Richard Robinson (Hon); 3. Ryan Weaver (Kaw); 4. Robin McClain (KTM); 5. Dave Cook (Yam).

250 C: 1. Rod Hook (Suz); 2. Mark Matheis (Yam); 3. Rick Russell (Hon); 4. Jeff Guest (Yam); 5. Thomas Thompson (Yam).

OPEN B: 1. Robin McClain (KTM); 2. Jerry Barlow (Kaw); 3. Scott Thompson (Yam); 4. Fred Ellis (Kaw); 5. Tye Howard (Hon).

WMN: 1. Stormie Parrish (Kaw); 2. Tiffany Reed (Kaw); 3. Linda Matheis (Hon); 4. Missy Mitchell (Hon).

4-STRK: 1. Fred Ellis (Kaw); 2. Greg Griffin (Suz); 3. Rob McClain (KTM); 4. Rob Minton (Hon).

## Carter crushes Bridgehampton Motocross

**By Jim and Carolyn Simpson**

BRIDGEHAMPTON, NY, NOV. 12

Scott Carter crushed the competition as he pulled off all four 125 and 250cc Pro Expert moto wins.

John Franco and Ed Hololob, who was competing in his first Pro Expert race, rounded turn one side by side to set the pace for the first 125cc moto. Carter made his move to challenge Franco as the pair jumped back down the "Parachute" jump. Franco could not hold off the pressure from Carter and dropped to second, only to be hounded by Adrian Colon. The leading Carter pulled away as Franco maintained second, and Michels moved up to third. Michels then made his bid for second stick, as Franco dropped back to third. Carter scored the win, Michels placed second and Franco secured third.

Carter jumped ahead with Franco and Hololob alongside to kick off moto two. Out of the woods and over the Hidden Valley tabletop, it was Carter, Franco and Brian Berry. Michels wasted no time to move into third as Franco trailed after the leading Carter. Colon then dropped Michels back to create a lead trio of Carter, Franco and Colon. Carter was all business as he kept increasing his lead lap after lap. He claimed his fourth moto victory to take home the overall win. Franco held on for second as Colon rounded out the top three.

### Results

P/W: 1. Brian Murphy (Yam); 2. Mark Rasmussen (Yam).

7-11 MINI: 1. Mark Trimarchi (Kaw); 2. Brian Murphy (Kaw); 3. Charles Ellis (Kaw); 4. Joseph Trimarchi (Kaw); 5. Joey Merrill (Kaw).

JR MINI: 1. Jeron Anthony (Kaw); 2. Christian Topping (Hon); 3. David Di Pietro (Kaw); 4. Ryan Golding (Hon).

SR MINI: 1. Tony Pedone (Yam); 2. Dale Robertson (Kaw); 3. Kershel Anthony (Kaw); 4. Denis Sorrentino (Suz); 5. Kevin Barrett (Yam).

125 NOV A: 1. John Mallgren (Kaw); 2. Ronnie Rodriguez (Kaw); 3. Anthony Gangone (Hon); 4. Justin Lapalo (Kaw); 5. Richard Agostinei (Suz).

125 NOV B: 1. Richard Steck (Hon); 2. Mike Rausch (Suz); 3. Brian Minnick (Suz); 4. John Chiavolo (Suz); 5. Mark Wesnofske (Suz).

250 NOV: 1. James Bove (Kaw); 2. Gary Merrill (Hon); 3. David Goldstein (Suz); 4. William Fernandez (Hon); 5. Vincent Salanone (Kaw).

125 AM: 1. John Jasinski (Suz); 2. Dennis Robinson (Hon); 3. Brent McIntyre (Hon); 4. Keith Labonne (Hon); 5. Joseph Bisbee (Suz).

250 AM: 1. Richard Coane (Hon); 2. Andrew Signoriello (Kaw); 3. Joe Eannel (Yam); 4. Donald Murphy (Hon); 5. Dan Anderson (Hon).

OPEN AM: 1. John Riscio (Kaw); 2. Dennis Robinson (Hon); 3. Donald Murphy (Hon); 4. Joseph Bisbee (Suz); 5. Russell Lombardo (Suz).

125 EX: 1. Scott Carter (Hon); 2. John Franco (Suz); 3. Adrian Colon (Hon); 4. Clint Rooney (Hon); 5. Eddie Hololob (Kaw).

250 EX: 1. Scott Carter (Hon); 2. John Camelio (Hon); 3. Erik Robie (Kaw); 4. John Laurine (Hon); 5. Mike Michels (Suz).

VET EX: 1. John Camelio (Hon); 2. John Franco (Suz); 3. Rich Caccavano (Yam); 4. Joe Merrill (Hon); 5. Jeffrey Stempel (Hon).

VET AM: 1. John Risco (Kaw); 2. Donald Murphy (Hon); 3. Gregory Lemonades (Kaw); 4. Robert Jarvis (Yam); 5. Donald Rasmussen (Hon).

S/SR: 1. Bud Fee (KTM); 2. John Sanuth (Hon); 3. Frank Carillo (Hon); 4. John Ferrentino (Hon); 5. Dennis DeGiraff (Kaw).

LATE MDL: 1. Robert Jarvis (Hon); 2. Anthony Gangone (Hon); 3. Paul Wertheiner (Hon); 4. Peter Bellezza (Suz).

SCLBY: 1. Brent McIntyre (Hon); 2. Mike Rausch (Suz); 3. Mark Wesnofske (Suz); 4. Toby Levine (Kaw); 5. Brian Minnick (Suz).

CLLGE: 1. Erik Robie (Kaw); 2. John Laurine (Hon); 3. Scott Carter (Hon); 4. Clint Rooney (Hon); 5. Adrian Colon (Hon).

25+ NOV: 1. David Goldingstein (Suz); 2. John Mallgren (Kaw); 3. Richard Agostinelli (Suz); 4. Peter Gerardi (Suz); 5. Ronnie Rodriquez (Kaw).

25+: 1. Richard Coane (Hon); 2. Al Cordner (Hon); 3. Tom Lequerique (Suz); 4. Norman Hebert (Suz); 5. Brett Collin (Kaw).

## "Mad Max" mauls WFO Enduro

**By F. H. Leghorn**

STONYFORD, CA, NOV. 13

Scott "Mad Max" Meyer overcame a tough field of AMA District 36 competitors and the toughest conditions seen at Stonyford in years to gain his first victory of the year at the WFO Enduro, put on by the Napa Valley Climbers Motorcycle Club. The WFO Enduro is quickly gaining a reputation for its tests of both timekeeping savvy and raw speed, and Meyer used the tractability of his four-stroke Husqvarna through the snow and ice and his own blazing speed to post a one-point margin over the winner of the last four events at Stonyford, Dave Wood.

The first test started at check one after 4.5 miles of jeep trail, and the 24-mph average on the following single-track trail, including "the Dead Fall," had competitors hard on the gas to emergency check two, located at 8.8 miles. Wood led all riders with a 3:27, and Meyer followed by a mere five seconds, while the 3:39 of Vet class leader Duke Lambert and the 3:43 of Eddie Diaz were the only other scores under four.

The first test of timekeeping savvy came after a short section of nasty trail at check three. A 13-mile test between checks four and five followed, and it was here that riders encountered the first significant sections of snow. Meyer established his early lead by clobbering everyone with his 4:18, while Wood trailed by over a minute with his 5:21. Marty Walden began to overcome his slow start with a 5:46.

A couple of easy checks ended the first loop and started the second, and then conditions deteriorated considerably going to check eight. Meyer put a stamp on his lead, dropping four points at check eight, a score shared by Jeff Wilson, James Merrick and Dean Joyner. No other rider could do better than a five, while Wood dropped six, and vertically challenged Walden, lacking the ability to easily get off and push, dropped eight.

A nine-mile test between checks nine and 10 followed, and Don Knapp blazed through the snow and ice to lead with a 5:18 at 10. Wood followed with a 5:28 to cut Meyer's lead to two, and Patrick Garrahan was next best with a 5:44, a score negated by burning the check-in.

The "Dead Fall" section was run backwards between checks 11 and 12 to close out the enduro, and Wood, Walden, Garrahan and Lambert shared the only threes handed out at the exit. Meyer hung on for the overall win, however, as his four allowed him to maintain a one-point lead. Walden's up-and-down day earned him third overall over Garrahan on tie breakers, while Knapp beat Booth on tie breakers to round out the top five.

### Results

A SPTSMN O/A: 1. Scott Meyer (Hus); 2. Dave Wood (Kaw); 3. Marty Walden (Hon); 4. Patrick Garrahan (Kaw); 5. Don Knapp (Suz); 6. David Booth (Hon); 7. John May (Hus); 8. Jeff Wilson (Kaw); 9. James Merrick; 10. Stephen Settler (KTM).

A VET: 1. Duke Lambert (Hon); 2. Matt Cullins (Suz); 3. Scott Welsh; 4. Bret Eckert (Suz); 5. David Froman (Kaw).

A SR: 1. Peter Prichard; 2. Brian Maclean; 3. Phillip Bishop; 4. Don Matheson; 5. Rick Beckstrom.

B SPTSMN O/A: 1. Roy Applequist; 2. Chris Toman; 3. Ben Gledhill; 4. Andrew Norrish; 5. Kirk Young; 6. Mark Maldonado; 7. Joe Robinson; 8. Brian Casselden; 9. James Boardman 10. Jeffrey Blinkenberg.

B VET: 1. Pete Hansen; 2. Chris Von Kleist; 3. Joe Pickering; 4. Ken Tomeo; 5. Brad Rice.

B SR: 1. Doug Christensen; 2. Ted Brenna; 3. Gary Reust; 4. Scott McClelland; 5. Leonard Page.

C SPTSMN O/A: 1. Michael Hayes; 2. Randy Blacker; 3. Marc Demarco; 4. Ray Leonardi; 5. Shanon Vares; 6. Chris Seville; 7. Patrick Archondo; 8. John Wilson; 9. Mark Weston; 10. Daryl Heinke.

C VET: 1. Robert Columbi; 2. Thomas Bitner; 3. Doug Reynolds; 4. Clifford Larson.

## Puccio powers at Starwest MX

**By David A. Procida**

MORENO VALLEY, CA, NOV. 11

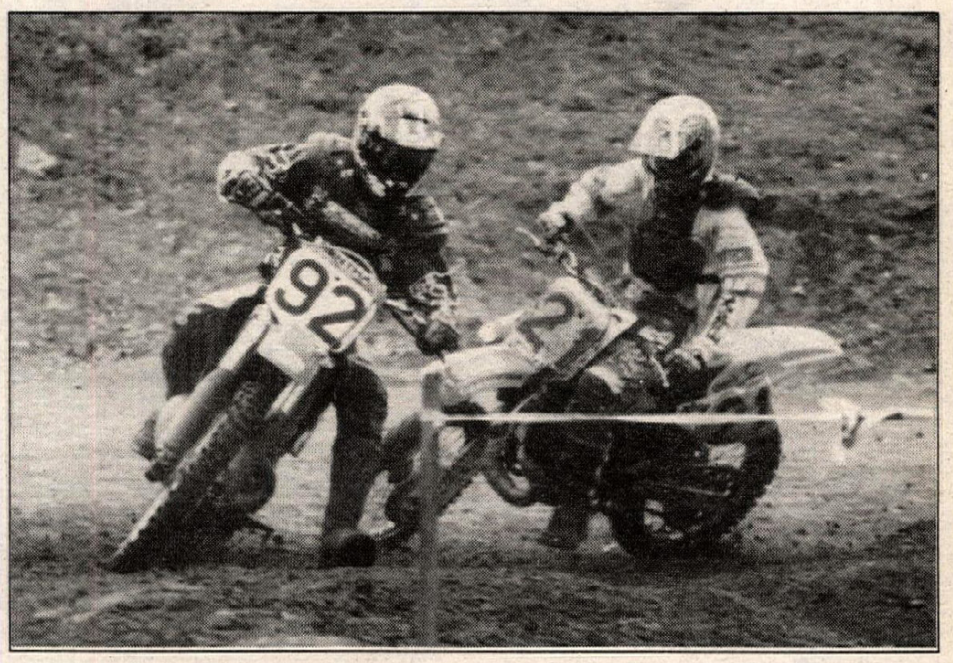
Matt Puccio put his KX125 into the winner's circle on the last Saturday night race of the year at Starwest Supercross Park in the Lake Perris Fairgrounds.

In the cool night air, Puccio grabbed the holeshot in the competitive 125cc Novice class and led Deron Wilson, Landon Leavitt and the pack of screaming machines up and over the "Launcher" and off the "Drop" before an off-track excursion in the rockers dropped him back into the pack. This handed the lead to Wilson, who had company in the form of a hard-charging Leavitt and Toby Lopez. Puccio had recovered from his earlier mishap and closed to Lopez's rear fender.

Puccio used the infield double to work his way past both Lopez and Leavitt, and then set his sights on Wilson, but the RM rider proved to be more difficult to get by. Puccio began sticking a wheel in on Wilson in several corners and then, with the white flag signaling the last lap, became a little more aggressive. He pulled alongside of Wilson in the rockers, but Wilson held the good line.

With only one corner and the big double before the finish, Puccio dove to the outside, cut back inside and launched his Kawasaki over Wilson as the pair traversed the grandstand double. A disappointed Wilson took second followed by Lopez, Leavitt and Cory Williams.

Wilson came back with a vengeance in the second moto, grabbing the holeshot and stretching out a short gap between himself and the pack. Leavitt and Puccio had a good battle going for second, with Williams and Lopez coming on strong only a short distance behind.



**Travis Spann (21) couldn't find his way past Sprint Haynes (92) at the GNC Top Texan Series.**

The first couple of laps let the riders sort themselves out, and then on the third lap, Puccio powered his way past Leavitt in the rockers and began to reel in the leader. Behind him Williams went down hard in the infield double and handed fourth over to Lopez. Up front, Puccio had pulled to within a couple of bike lengths of Wilson and was charging hard, but Wilson was not about to pull over and let him by, so Puccio got physical and stuffed him in the "Snake Pit."

With Puccio pulling away with the lead, Wilson's bad fortune got worse when his bike died, and before he could push it across the checkered, both Leavitt and Lopez motored by.

### Results

P/W STK: 1. Nicholas Lopez (Yam); 2. Andrew Petrie (Yam); 3. Kelly Tedder (Yam).

P/W MOD BEG: 1. Brock Harden (KTM); 2. Danny Bartz (Yam); 3. Steven Brewis (Yam).

P/W MOD B: 1. Michael Parker (Yam); 2. Michael LaPaglia (KTM).

P/W STK BEG (4-6): 1. Steve Brewis (Yam); 2. Kameron Scott (Yam); 3. Byyis Kuntz (Yam).

P/W STK (4-8): 1. Danny Bartz (Yam); 2. Taylor Gilmore (Yam).

P/W STK (7-8): 1. Scott Martin (Yam); 2. Michael Raines (Yam); 3. Andrew Kuntz (Yam).

60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Tommy Cochran (Kaw); 3. Donald Chollar (Kaw); 4. Ricky Oliver (Kaw); 5. James Baker (Kaw).

60 (9-11): 1. Nick Alvarez (Kaw); 2. Daniel Taft (Kaw); 3. Josua Brown (Kaw); 4. Matthew Colby (Kaw); 5. Jason Medina (Kaw).

80 (12-13): 1. Sean Hamblin (Yam); 2. Chris Rogers (Suz); 3. Brandon Morgan (Yam).

80 (14-16): 1. Larry Leavitt (Yam).

80 BEG (12-16): 1. Sean Peer (Yam); 2. Mesbay Garcia (Yam); 3. Jeff Dase (Suz); 4. Chad Gaumer (Kaw); 5. David Cannon.

125 BEG: 1. Howey Erickson (Suz); 2. Jeff De Young (Hon); 3. Jason Burton (Suz); 4. Brian Reichal (Kaw); 5. Troy Elder (Yam).

125 NOV: 1. Matt Puccio (Kaw); 2. Landon Leavitt (Yam); 3. Toby Lopez (Suz); 4. Deron Wilson (Suz); 5. Mark Sullivan (Hon).

125 INT: 1. Glen Branson (Hon); 2. David Hughes (Yam); 3. Ronald E. Malone (Hon); 4. John Pack (Yam); 5. Neil Summers (Yam).

250 BEG: 1. Rusty Setser (Suz); 2. Chuck Clark (Suz); 3. Steve Kovac (Hon); 4. Elton Martins (Suz); 5. Dave Nelson (Hon).

250 PRO: 1. Dustin Nelson (Kaw).

25+ BEG: 1. Steven Taylor (Hon); 2. Doug Baumgartner (Hon); 3. Mike LaQueffe (Hon); 4. Pablo Arguelies (Yam).

30+ BEG: 1. Chuck Manhard (Yam); 2. Scott Scarbrough (Hon).

30+ NOV: 1. Camron Funk (Suz); 2. Harly Warer (Hon); 3. Pete Jenkins (Hon); 4. Phillip Davis (Hon).

30+ INT: 1. Tony Feldhaus (Hon).

## Haynes, Spann stand firm at Burleson Motocross

**By Kat Spann**

BURLESON, TX, NOV. 13

Sprint Haynes continued to control the points lead going in the 250cc Open and 250cc Intermediate classes at round six of the GNC Top Texan Series at Burleson MX, and he went on to use his double moto win in the 125cc Intermediate to slide ahead of class leader Allen Reed by a mere 12 points.

The 250cc Intermediate class featured D&S Honda/Jones-Brown-backed Haynes in control off the gate in moto one chased by the ever-persistent Scotty Rice and Travis Spann. For two laps, Spann chased Rice until a line opened in the rutted back section and Spann passed for second. Haynes had a substantial lead on the rest of the pack and took the win with ease.

The tables turned in moto two when Spann took charge off the gate. Spann led into the first turn but braked too late in the sweeper, which allowed Haynes to take an inside line and lead out of turn two. Spann kept Haynes in sight the entire moto; his front tire was almost attached to Haynes' back tire in the first few laps before Haynes could pull a few feet ahead for comfort. Spann kept Haynes in sight but could never catch the leader as Haynes grabbed another moto win for the overall and Spann claimed second overall, followed by Scotty Rice, Alan Bell and John Middleton.

Team Green/AXO/Maxima-sponsored Brad Woolsey locked up his points lead in the 250cc Expert class by adding another 50 points to his already 138 points. Woolsey repeated his performance in the 125cc Expert event as well with only two more races left in the series.

Grapevine Kawasaki's Jesus Marquez made his appearance known at Burleson when he wrapped up a double moto win and 50 points to break a three-way tie for second in the 125cc Novice class, separated from points leader Daniel Patton by only 30 points. CN

### Results

50: 1. Jonathan Kerr (Yam); 2. Cody Dickey (Yam); 3. Brandon Thompson (Yam); 4. Quinn Harris (Yam); 5. Andrew Jansing (Yam).

60: 1. Chase Reed (Kaw); 2. Chad Cook (Kaw); 3. Cody Dickey (Kaw); 4. Logan Williams (Kaw); 5. L.G. Trotter (Kaw).

80 BEG: 1. B. J. Barnhart (Yam); 2. Patrick Wright (Kaw); 3. Adam Powers (Kaw); 4. Ace Humphries (Kaw); 5. Bryan Picceirelli (Kaw).

80 JR (7-11): 1. Chase Reed (Kaw); 2. Matthew Fleetwood (Kaw); 3. Chad Cook (Yam); 4. Dusty Fountain (Kaw); 5. Matt Hunter (Kaw).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Mark Thompson (Suz); 3. Ryan Wallace (Kaw); 4. Adam Coco (Yam); 5. Scott Dietert (Suz).

80 SR (14-16): 1. Andre Johnson (Suz); 2. Zack Christian (Suz); 3. Michael Brock (Suz).

80 OPEN: 1. Beau Boynton (Kaw); 2. Dusty Fountain (Kaw); 3. Chase Reed (Kaw); 4. Mark Thompson (Suz); 5. Ryan Wallace (Kaw).

125 BEG: 1. Chuck Milner (Hon); 2. Rex Thomas (Kaw); 3. Robert Donnelly (Kaw); 4. Stephen Cuthbertson (Hon); 5. Jason Sager (Hon).

125 NOV: 1. Jesus Marquez (Kaw); 2. Blair Lively (Hon); 3. Ricky Moreno (Yam); 4. Matt Minyard (Kaw); 5. Daniel Patton (Kaw).

125 INT: 1. Sprint Haynes (Hon); 2. Chris Torrance (Kaw); 3. Jason Artinger (Kaw); 4. Ben Gary (Yam); 5. Scotty Rice (Kaw).

125 EX: 1. Jimmy Dunn (Kaw); 2. Brad Woolsey (Kaw).

125 OPEN: 1. Chris Torrance (Kaw); 2. Shawn Smith (Hon); 3. Jesus Marquez (Kaw); 4. Jason Artinger (Kaw); 5. Mike Battaile (Kaw).

250 OPEN/BEG: 1. Dennis Mancitak (Yam); 2. Tim Heller (Yam); 3. Arthur Perez (Yam); 4. Rick Yale (Kaw); 5. Tom Moran (Hon).

250 NOV: 1. Keith Beaty (Kaw); 2. Todd Watson (Hon); 3. Adam Speirs (Kaw); 4. Tracy Anders (Kaw); 5. Dwayne Donahoe (Hon).

250 INT: 1. Sprint Haynes (Hon); 2. Travis Spann (Suz); 3. Scotty Rice (Kaw); 4. Alan Bell (Kaw); 5. John Middleton (Yam).

250 EX: 1. Brad Woolsey (Kaw); 2. T.J. Patel (Hon); 3. Jimmy Dunn (Kaw); 4. Cody Wilks (Kaw).

250 OPEN: 1. Sprint Haynes (Hon); 2. Travis Spann (Suz); 3. Adam Speirs (Kaw); 4. Allen Reed (Hon); 5. Russ Wood (Hon).

500 OPEN: 1. Ray Jennings (Yam); 2. James Stainton (Kaw); 3. Allen Reed (Hon); 4. Hank Hodes (Kaw); 5. Mike Klement (Kaw).

0-25 NOV: 1. Brian Smith (Hon); 2. Tracy Anders (Kaw); 3. Chris Stitham (Kaw); 4. Sean Knaack (Kaw); 5. Mike Abbott (Hon).

0-25 INT: 1. Ray Jennings (Yam); 2. Alan Bell (Kaw); 3. Tommy Dickey (Yam); 4. Hank Hodes (Kaw).

0-25 EX: 1. Willie Phee (Hon); 2. T.J. Patel (Hon); 3. Kent Ellier (Kaw); 4. Hunter Carothers (Hon); 5. Bob Abbott (Hon).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Kinnie McGraw (KTM); 3. Chris Stitham (Kaw); 4. Sean Knaack (Kaw); 5. Shayne Brightwell (Hon).

0-30 INT: 1. Russell Brown (Kaw); 2. Hank Hodes (Kaw); 3. Jeff Haney (Hon); 4. Todd Watson (Hon); 5. Steve Chappell (Kaw).

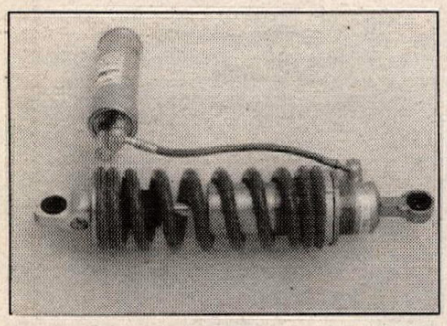
0-30 EX: 1. Hunter Carothers (Hon); 2. Willie Phee (Hon); 3. Bob Abbott (Hon); 4. Chris Pritchett (Hon); 5. Dave Alsobrook (Kaw).

40+: 1. Jeff Haney (Hon); 2. Kinnie McGraw (KTM); 3. Darrell Bishop (Kaw); 4. Tim McCaskill (Kaw); 5. Jim Ricci (Suz).

# NEW PRODUCTS

**GIVE US THE BOOT**

The AGV Group presents its latest state-of-the-art road racing boot, the **582 Technica**. The boot is constructed of Lorica high-tech microfiber, and features plastic ankle armor which wraps around the entire back of the boot in addition to the dual shock absorbing gel pads with nylon armor shields encased in Kevlar Keprotec for serious ankle protection. The Technica also offers a dual-density flat sole and shock-absorbing plastic shin armor with graphics. The specially ventilated soft synthetic lining by Air Tech offers maximum circulation of air, and the boot's speed lacing system offers quick adjustment to fit any calf. Replaceable toe-skids and calf-skids are also featured on the 582 Technica to ensure long-lasting quality. Available in a variety of colors, the AGV 582 Tehnica road racing boots retail for $249.95. For more information contact AGV Sports Group, Dept. CN, 5711 Industry Ln., #38, Frederick, MD 21701, 301/663-4550.



**SHOCK YOUR CONCOURS**

If you feel that there is room for improvement in your Kawasaki Concours' rear suspension department, Progressive Suspension now offers the **Adaptive Single Shock** for the sport touring Kwacker. The Adaptive Single Shock is claimed to be a state-of-the-art shock which features adjustable compression and rebound damping to smooth out the highway, and a remote reservoir to ensure fade-free operation. The reservoir contains a bladder rather than a heat producing piston. The shock's construction features a double wall steel body and strong 14mm shaft. The Adaptive Single Shock retails for $414.75. For more information contact Progressive Suspension Inc., Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4012.

**FROM THE HEALTH DEPT.**

Unipro's **Monster Bars** and **Monster Bites** are claimed to be the greatest tasting protein bar available. Each 4.3-ounce bar contains 440 calories with 15 grams of amino acids while Monster Bites contain 90 calories and three grams of amino acids for muscle building, and both provide complex carbohydrates for energy. Both are made of only natural ingredients, and they are sucrose and lactose free. Unipro recommends Monster Bars and Monster Bites as a healthy snack, meal replacement, or energy booster for that big event. Suggested retail price of the Monster Bar is $2.95, while the Monster Bite retails for $.80. For more information contact Schilling Products, Dept. CN, 3391 Industrial Dr., Yuba City, CA 95993, 800/829-1233.

**TECH TV**

Slavens Racing Designs has released two videos in its **Factory Mechanic Series** of instructional videos which are designed to help home-tuners and shop mechanics alike. These two videos cover the service, repair and tuning KYB, Showa and White Power inverted cartridge forks. SRD claims that the tapes' user-friendly format makes it easy to view and review the following: oil changes; seal and bushing replacement; and troubleshooting, including diagnostic procedure, tuning, oil levels, spring rates and valving. The tape also features suggestions for easy methods to bypass specials tools. SRD says that the use of broadcast-quality equipment has assured clear resolution, and the use of many close-ups and computer-generated "Help" screens add to the tapes' quality. Suggested retail price is $24.95 each. For more information contact Slavens Racing Designs, Dept. CN, 2845 Ore Mill Rd., A-3, Colorado Springs, CO 80904, 719/632-1456.

**DON'T GET MIXED UP**

**MixMinder** is a product designed to help eliminate the confusion that befalls riders of two-stroke motorcycles who forget whether or not they put oil in the gasoline they're about to dump into that $5000 dirt bike. Made of gas-resistant plastic, the MixMinder's raised molded letters will read "gasoline" if flipped one way or "premix" if flipped the other way. The manufacturer says that the MixMinder is especially helpful for owners of both two-and four-stroke motorcyles or when several riders are sharing the same can. Now why didn't we think of that? The MixMinder comes two per package with a suggested retail price of $3.95. For more information contact Voxx Design, Dept. CN, P.O. Box 1909, Camarillo, CA 93011, 805/383-6680.

**TRICK PEAK**

Troy Lee Designs has expanded its line of accessory helmet visors with the introduction of the new **StingRay** helmet visor. Molded from of polypropylene with very unifrom thickness for durability, Lee claims that the StingRay has some of the fastest lines that you're going to see on any visor, with improved fit and ventilation. A slightly wider bill than Lee's Intrepid visor helps to cut more glare and spare your face from roost. The visor edges are finished with a full radius curve for a sleek, finished look. And the vents on the new StingRay are designed to actually make your helmet more aerodynamic at high speed. StingRay visors are designed to fit Shoei, Bieffe, Bell, HJC, Arai, AXO, Answer and Ecko helmets, and are available in black, white, blue, fire red, purple, and paintable. Suggested retail prices are $20 for the polypropylene visors and $22 for the paintable version. For more information contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 909/371-5219.

**TWO IN ONE**

Long known for their high-quality street and off-road helmets, Arai has finally outdone themselves. How, you ask? By introducing the **DS Dual Sport**, a one-piece full-coverage helmet that fits the bill for both street and off-road use. Like its off-road cousin, the DS features


# ROAD-RACING ALL YEAR

## Race with WSMC on the 3rd Sunday of every month!

WILLOW SPRINGS MOTORCYCLE CLUB and WILLOW SPRINGS INTERNATIONAL RACEWAY wish to thank all of our racers and sponsors for a wonderful season of racing in 1994. Please join us for the 1994 Championship Finals on Dec. 17-18! 1995 memberships available now!

**Road Race Events on: Dec. 17-18 Jan. 14-15, 1995 Feb. 18-19, 1995**

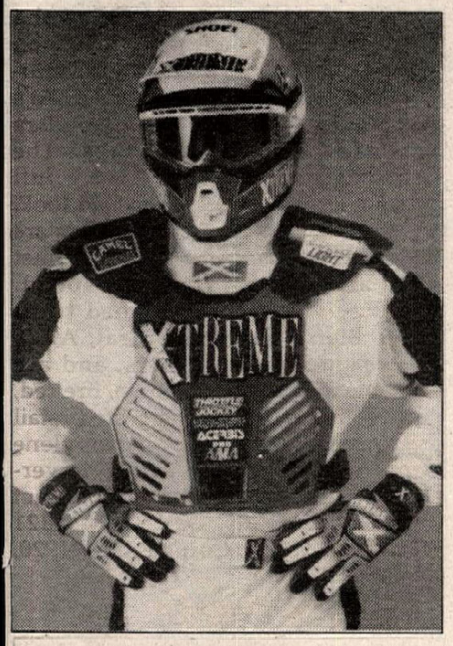
Willow Springs International Raceway, Rosamond, CA - Tickets only $10.00 per person for both days (includes pit pass & parking), children 10 & under free!

*The Fastest Road in the West since 1953! Located only 90 miles North of downtown Los Angeles, CA in the Antelope Valley.*

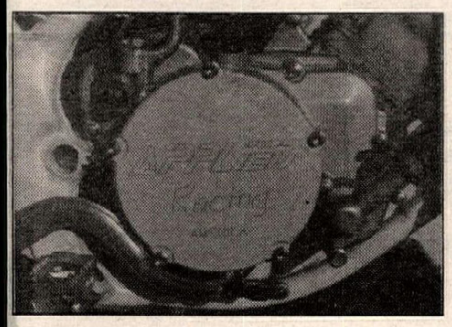
**Happy Holidays from WSMC • P.O. Box 911, Rosamond, CA 93560-0911 • (805) 256-1234**

WSM WILLOW SPRINGS MOTORCYCLE CLUB

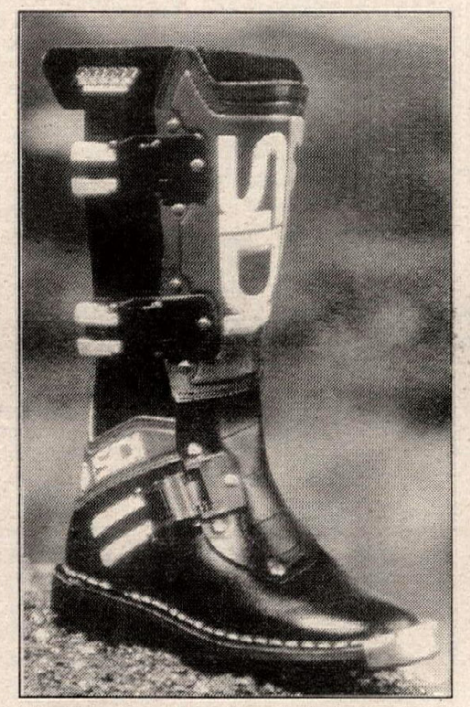
Arai's Brow Vent Ventilation System, as well as AdSis Quick Change Shield technology from the street helmet lineup. A flexible, removable breath mask, dual side exhaust vents and a reversible top scoop round out the DS's features. The helmet can be changed from off-road to street configurations in only minutes, using a screwdriver or a small coin. The DS comes in sizes XS-XXL and is available in white, grey and three multi-color designs. Prices start at $432.95 for the white version. Pricey, you say? Just remember that the DS is truly two helmets in one. For more information contact Arai Helmets, Dept. CN, P.O. Box 9485, Daytona Beach, FL 34120, 717/682-8001.



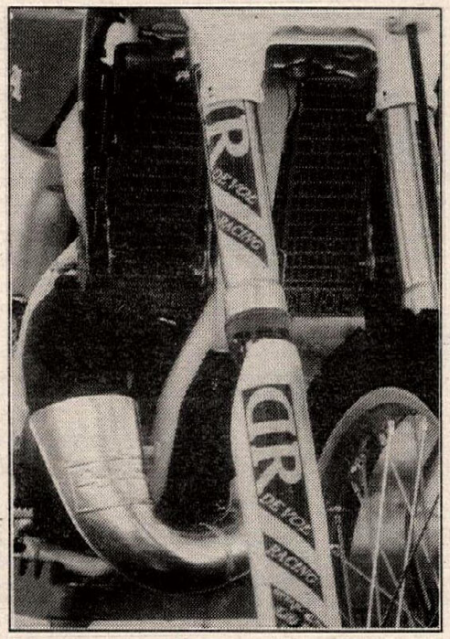

**DO NOT REMOVE BEFORE FLIGHT**
The new **Xtreme Flight Vest chest protector** features exclusive Clear Ultros PETG CoPolyester construction, which allows for minimal thickness and overall weight while retaining maximum strength. The Flight Vest utilizes fully suspended shoulders, which feature internal mesh shoulder slings that suspend the shoulder plates above the body to aid in dispersing energy. Other features include closed-cell foam removable bicep pads, fully vented front and back plates, dual plastic quick release fasteners and a full coverage back panel. The Xtreme Flight Vest is made in the USA and is available in colors blue/purple or clear/purple. Suggested retail price is $139.95. For more information contact Xtreme, Dept. CN, 2590 Jason Ct., Oceanside, CA 92056, 619/630-6370.



**MINI TRICKERY**
The **Applied Racing Quick-Clutch cover** will allow 1993-95 Yamaha YZ80 owners to change their clutch in minutes. Applied Racing starts with a stock cover and precision machines it to fit an o-ringed face plate that allows instant access by turning just five screws. The one-step design eliminates the need to drain the coolant, remove the water pump cover and shaft, remove the kickstarter and brake lever and other such unrelated items. A serious amount of work, especially if it has to be done between motos. Suggested retail price for the Quick-Clutch cover is $169.95 (plus a $120 core charge). For more information contact Applied Racing, Dept. CN, 1115 Industrial Ave., Escondido, CA 92029, 1/800-853-0555.



**LITTLE FEET**
Designed for today's radical mini motocrossers, Acerbis' new **Mini-X boot** features Italian quality split-grain leather sewn to a stout MX sole with metal toe-plate. They also have an inner leather heat pad on both the right and left boot along with full-length inner shin pads. The boots are topped off with a cordura gaitor, and they feature a lifetime guarantee against defects in materials or workmanship. The boots are available in black with purple/yellow plastic panels and in sizes 1-4. Suggested retail price is $139.95. For more information contact Acerbis USA, Dept. CN, 9402-A Wheatlands Ct., Santee, CA 92071, 619/562-1440.



**GET EXTREME**
**DeVol Extreme Radiator Guards** are designed to protect the front and sides of your bike's radiators from damage in heavy impacts. Used by the likes of Team Suzuki Off-Road's Guy Cooper and Rodney Smith, the guards mount directly to the frame using existing mounts. Superfluous? Maybe. But a single damaged radiator can cost $275. The DeVol Extreme Radiator Guards retail for $66.99 a set. For more information contact DeVol Racing, Dept. CN, 202 37th St. NE, #E, Auburn, WA 98002, 206-735-2463. CN


# YAMAHA
## FAMILY NIGHT
*At The*
**Cycle World International Motorcycle Show**
**Anaheim Convention Center, Anaheim, California**
**Friday, December 9, 1994**

Stop by a participating Yamaha Dealer and pick up a coupon for a FREE Child's Admission with each paid adult ticket. *It's a $4.00 Value!*

Register to win a NEW Yamaha GTS1000A

Pick up your FREE child's admission coupons at these participating Yamaha Dealers

Register to win one of ten *Team Yamaha Jackets* to be given away at the Yamaha display.

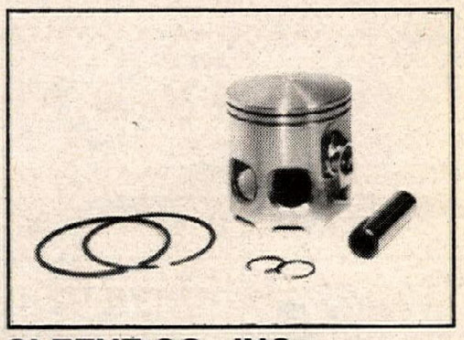
| | | |
|---|---|---|
| Mission Yamaha<br>Laguna Niguel<br>(714) 582-0351 | Yamaha of Covina<br>Covina<br>(818) 332-6249 | Bellflower Yamaha<br>Bellflower<br>(310) 925-5097 |
| Sunwest Sports<br>Corona<br>(909) 735-7721 | Beach Yamaha<br>Huntington Beach<br>(714) 549-9086 | Beaumont Yamaha<br>Beaumont<br>(909) 845-4882 |
| Anaheim Yamaha<br>Anaheim<br>(714) 563-1700 | Long Beach Yamaha<br>Long Beach<br>(310) 427-2779 | T&O Yamaha<br>Lomita<br>(310) 534-2311 |
| Del Amo Motorsports<br>Redondo Beach<br>(310) 372-8891 | Murrieta Motorsports<br>Murrieta<br>(909) 689-4123 | LeBard & Underwood Inc.<br>LaHabra<br>(714) 879-8252 |

L.A. SLEEVE CO.
PRO-X
GENUINE RACING PARTS

HI-PERFORMANCE PISTONS
MX/ATV
MANUFACTURED IN JAPAN

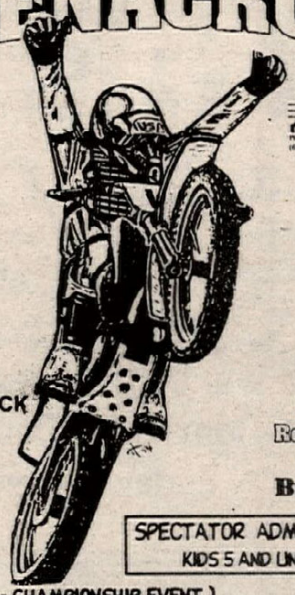
**High performance race style pistons manufactured from special high-silicon aluminum alloys.**

**Piston kits supplied with rings, circlips, wrist pin. For leading makes and models, see your dealer.**



**LOS ANGELES SLEEVE CO., INC.**
12051 Rivera Road, Santa Fe Springs, CA 90670 (310) 945-7578
*Dealers call or write for your free catalog and decals*

Speedway USA
SAN BERNARDINO COUNTY FAIRGROUNDS
PRESENTS
USA
UNITED STATES ARENACROSS ASSOCIATION
ARENACROSS
RIDERS
JOIN THE ACTION
CALL TO ENTER NOW!



CLASSES: PEE WEE: NOVICE, EXPERT
60CC: NOVICE, EXPERT
80CC: NOVICE, EXPERT
125CC: NOVICE, EXPERT, PRO
250CC: NOVICE, EXPERT, PRO
OPEN: PRO ONLY (100% PAYBACK
4 STROKE ONLY
VINTAGE PRE 1976
VET 30+
WOMENS DIVISION

Physical Therapists CHAPARRAL
BARSTOW Motorcycle Center
B&B Motorsports
LAMPPOST PIZZA
WHITE BROTHERS
FXR's
Rocket Rex Racing
Budweiser

RACE DATES: DECEMBER 3, 10, 17, 24, 31
JANUARY 7, 14, 21, 28
FEBRUARY 11 (FINAL RACE - CHAMPIONSHIP EVENT)

SPECTATOR ADMISSION: $ 5.00
KIDS 5 AND UNDER FREE

ENTRY FEE: (MEMBERS) $20.00 - PRE-ENTRY $15.00 • (NON MEMBERS) $30.00 - PRE-ENTRY $25.00
30% TROPHIES

ACTION BY RAZ VIDEO SHOWN AT LAMPPOST PIZZA AFTER THE RACES

SPEEDWAY USA
SAN BERNARDINO COUNTY FAIRGROUNDS VICTORVILLE, CALIFORNIA
PHONE (619) 245-6111 FAX (619) 245-6211



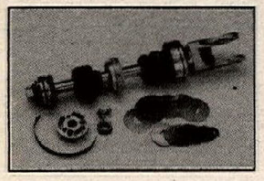
Thousand Oaks YAMAHA
DRIVE A LITTLE SAVE A "BUNDLE" Call Us Before You Buy

ALL 1995 YZ MODELS IN STOCK NOW!
Includes FREE $500 Works Kit.
SPECIAL DISCOUNTS ON BIKES AND PARTS TO ALL RACERS!
Full Stock of YZ Parts in House!
We Ship Anywhere!
Trackside Support Dealer
Limited Supply
2388 E. Thousand Oaks Blvd.,
Thousand Oaks, CA 91360 (805) 497-3765
JOIN OUR 1995 RACING TEAM



Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice. He is holding a three day seminar on the east and west coast, you can't afford to miss it.



Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Damping & Leverage Ratio Curves
▲ Hands-on Experience
(You'll receive a suspension manual and certificate of completion)

West Coast: January 28th-30th / East Coast: March 18th-20th Tuition: $495.00
Limited seating available!
CALL NOW 909-594-7755
PAUL THEDE'S RACE TECH
3227 Producer Way, #127, Pomona, CA 91768 FAX 909 594-6682



GFI RACING (909) 371-3434

| | | |
|---|---|---|
| Thurs., Dec. 1 | GFI Thursday Practice Day | Perris |
| Sat., Dec. 3 | GFI "Dealer Series" Rnd. 5 GFI Super Saturday | Perris |
| Thurs., Dec. 8 | GFI Thursday Practice Day | Perris |
| Sat., Dec. 10 | GFI "Dealer Series" Final GFI Super Saturday | Perris |

A RIDER FOR THE RIDERS



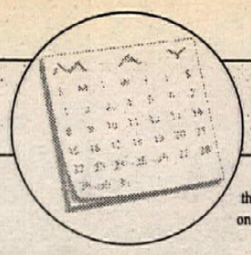
SRA GP California Schedule
Members Non Members
"YEAR END GRAND PRIX"
Sunday, December 11th, Glen Helen
Info (714) 957-2985



NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association



Tacoma's Yamaha Warehouse
Yamaha Parts Aged To Perfection
Incredible Inventory of New & Used Parts.
Classic 60's To Current.
UPS Daily (800) 640-2196
Major Credit Cards FAX (206) 383-2692

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

### World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/16 Magny Cours, France, Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/3 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

### World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

### World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

### World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

### World Championship Supercross Series
12/2-3 Geneva, Switzerland, Rnd 4

### World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, France, Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

### World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

### Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

### Trials des Nations
9/24/95 Piesting, Austria

### International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

### U.S. Supercross Series
1/14/95 Orlando, FL
1/21 Minneapolis, MN
1/28 Anaheim, CA
2/4 Seattle, WA
2/11 San Diego, CA
2/25 Atlanta, GA
3/11 Daytona Beach, FL
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontiac, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

### AMA 125/250cc National C'ship MX Series
3/5/95 Gainesville, FL
4/2 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

### C'ship Cup Pro-Am Series
**Florida Region**
12/11 Palm Beach Gardens, FL
**Southwest Region**
12/3-4 Chandler, AZ
Info 704/684-4297

### AMA Championship Mid South Winter Hare Scrambles Series
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

### Best in the Desert Silver State Series
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

### NETRA Turkey Run Series
12/4 Plymouth, MA
Info 203/875-5757

### American Trials Assn. Series
12/11 San Gabriel Canyon, CA
Info 213/259-6631

### SETRA Championship Enduro Series
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion, SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

### SETRA Championship Hare Scrambles Series
12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

### Golden Crown of Baja Off Road Desert Series
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
12/16-17 San Luis G.P. San Luis, Rio Colorado, Mex.
Info 818/340-5750

### LaPlaya MX GP Series
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

### Florida Trials Assoc. Championship Series
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

### Florida Trail Riders C'ship Hare Scrambles Series
12/3-4 Reddick, FL
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

### Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

### Tucker Rocky/Answer Florida Mini-Cycle C'ship Series
12/4 Orlando, FL
12/18 Orlando, FL

### Yamaha/McDonald's/Fox Pee Wee Championship Series
12/4 Orlando, FL
12/18 Orlando, FL

### TVRC Fall Series
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

### CMRRA 50cc-125cc C'ship Road Race Series
12/3-4 Lake Perris, CA
Info 909/674-2007

### MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

### AMA Florida Winter Series
12/31-1/1/95 Gainesville, FL
1/7-8 Ocala, FL
1/21-22 Dade City, FL
1/28-29 Gainesville, FL

### AMA National Arenacross Series
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

### WSMC Road Race Series
12/17-18 Rosamond, CA
1/14-15/95 Rosamond, CA
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

### WSDRA Dirt Track Series
12/10 Rosamond, CA

### Motor Sports of America Short Track Championship Series
1/14/95 Casper, WY
1/13-14 Cedar Rapids, IA
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

### AMA/District 37 Dual Sport Ride Series
12/11 Ontario, CA
1/7-8/95 Palm Springs, CA
1/21-22 Ridgecrest, CA
2/12 San Luis Obispo, CA
2/18-19 Las Vegas, NV
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
*National Trail Ride event
Info 818/249-2141

### GFI Super Saturday MX Dealer Series
12/3 Perris, CA
12/10 Perris, CA
12/17 Perris, CA
Info 905/371-3434

**CMA Central California Championship MX Series**
12/4 Tulare, CA
12/11 Tulare, CA
12/18 Madera, CA
Info 209/673-8080

**DECEMBER**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

**JANUARY**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

• DENOTES PRO PAYBACK

### Dec 2-4

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Fairgrounds Coliseum, Columbus. Info: 614/ 594-6686.

### Dec 3-4

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP season finale, Lake Perris Raceway, Perris. Info: 909/674-2007.

CALFORNIA GRAND PRIX - Prospectors/D-37, California Gr d Prix 1994, Hungry Valley SVRA, Gorman. Info: 818/332-1573.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 813/784-5587.

### Sat, Dec 3

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 5, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - D-36/Redneck Roosters, M.C., Pot of Gold Series - Rnd 2, Carnegie Park, Tracy. Info: 209/862-0754.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino Co. Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

### Sun, Dec. 4

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd 3, Metcalf M/C Park, San Jose. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 4, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

• CALIFORNIA MOTOCROSS - CMC/Jack Azevedo, Oatfield MX, Turlock. Info: 209/667-7109, 524-1432.

CALIFORNIA GRAN PRIX - Sajn Diego County Sports Committee, Inc/D-38/FRT, Rudolph's Revenge Desert Gran Prix, El Centro. Info: 619/427-5759.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

FLORIDA MOTOCROSS - South Florida Motocross Winter Warm-up, Florida Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/568-2271.

FLORIDA MOTOCROSS - Alan Andreu & Jeff Kilgore/Hilliard Motocross, State Line Series - Rnd 3, Hilliard. Info: 904/268-2376.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

GEORGIA POKER RUN - Silver Moon Arena, Twelve Lakes Raceway, Buena Vista. Info: 800/531-0677.

• LOUISASIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Toys for Tots, Plymouth. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions. Cantamar Beach, Rosarito. Info: (01 1-52-661) 22525.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-6234.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA HARE SCRAMBLES - SE&TRA, Catfish Stomp HS, Elgin. Info: 803/788-0495.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Burleson MX Park, Burleson. Info: 817/282-0408.

### Wed, Dec 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

### Dec 9-10

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

### Dec 10-11

LOUISIANA SPORT TOURING - Honda Sport Touring Association, Celebrate Cajun Christmas, Chicot State Park, Bayuo Chicot. Info: 504/486-0624.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Battleground. Info: 503/666-2342.

### Sat, Dec 10

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Final, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair Building, Caldwell. Info: 208/384-5512.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

### Sun, Dec 11

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

ARIZONA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 2, Thrasherland. Info: 602/966-0101.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, Pot of Gold - Rnd 3, "E" Street Bridge, Marysville. Info: 209/862-0754.

CALIFORNIA DUAL SPORT - AMA/D-37/Team Dual Dogs, 3rd Annual Cajon Mountain 200, Mountain Motorsports, Ontario. Info: 818/701-1913.

CALIFORNIA GRAND PRIX - SRA, Years End G.P., Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas G.P., L.A. County Raceway, Palmdale. Info: 805.272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 5, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/VOTE, Final Round, San Gabriel. Info: 909/882-9853.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers M.C., 8th Annual, Red Mountain. Info: 909/883-5259.

• CALIFORNIA MOTOCROSS - CMC/Jack Azevedo, Hollister Hills OHV Park, Hollister. Info: 209/667-7109, 524-1432.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• FLORIDA ROAD RACE - AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

GEORGIA HARE SCRAMBLES - SE&TRA, Santa Claus HS, Cochran. Info: 706/468-1328.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/944-8464.

• GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

KANSAS HARE SCRAMBLES - K.O.R.R., 2-man, 2-hr., Green Acres MX Park, Marion. Info: 316/636-5113.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• NEW YORK MOTOCROSS - North County Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.

• NORTH CAROLINA MOTOCROSS - Wilkes County MX/Ponderosa MX Fall Series, Wilkes County, Lenoir. Info: 704/758-4342.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

• NORTH CAROLINA MOTOCROSS - Hangtime Moto-x Club, Carthage. Info: 910/947-5340.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE POKER RUNS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TEXAS MOTOCROSS - A&S Racing, 273 Raceway, Bonham. Info: 903/583-7628.

• SOUTH CAROLINA MOTOCROSS - Jeff Kilgoer, Low Country Motocross, Hardeeville. Info: 803/784-2408.

### Wed, Dec 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.


CRC **Sun., Dec. 11, 1994**
**L.A. County Raceway**
**Palmdale, California**
*Membership Not Required* **DON'T MISS IT!**

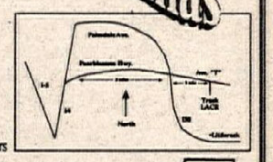
*ALL CLASS WINNERS RECEIVE FREE CHRISTMAS TREES*

| | |
|---|---|
| 8:00 AM | Parade Lap |
| 8:15 AM | Pee Wee Practice |
| 8:30 AM | All 80cc |
| 9:15 AM | Pee Wee Moto 1 |
| 9:30 AM | Old Timers |
| 10:30 AM | Pee Wee Moto 2 |
| 11:00 AM | Decade/Vintage Jr. Vets (+25) |
| 12:00 PM | All 60cc |
| 12:15 PM | Parade Lap |
| 12:30 PM | CRC Vets (+30) Sr's (+40) |
| 1:30 PM | 125-250-500 Nov./Int./Pro |
| 2:30 PM | 125-250-500 Beg |
| 3:30 PM | Team Race |

EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

| | |
|---|---|
| MAIL ENTRY | $25.00 |
| Non-Member* | $30.00 |
| POST ENTRY | $30.00 |
| Non-Member* | $35.00 |

* Membership Not Required to Race - Points & Prizes only to Members
No post entry penalty for 2nd class entered
*Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)*
1995 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



For info call (805) 272-8889



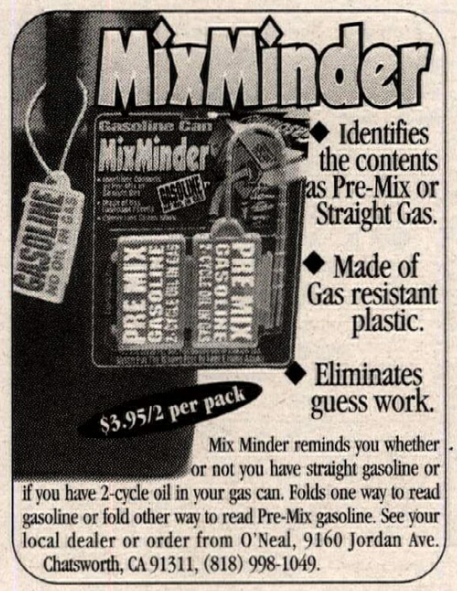
**KTM Sportmotorcycles**
**The Ultimate Motorcycle**
1995 Models in Stock - Limited Supply
Call NOW For Availability!
*Thousand Oaks KTM*
*2388 E. Thousand Oaks Blvd.*
*Thousand Oaks, CA 91360*
*(805) 497-3765*
Authorized Full Service KTM Dealer Sales, Service, Parts, Accessories

KTM MOTORCYCLES
The Leading Edge of Innovation



STARWEST SUPERCROSS PARK
Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK
TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM Racing
SATURDAY 9AM-1PM Saturday Night!
Located 3 Miles East Of I-215 On Ramona Expwy
At The Lake Perris Fairgrounds
For More Info (909) 943-4535






◆ Identifies the contents as Pre-Mix or Straight Gas.
◆ Made of Gas resistant plastic.
◆ Eliminates guess work.

Mix Minder reminds you whether or not you have straight gasoline or if you have 2-cycle oil in your gas can. Folds one way to read gasoline or fold other way to read Pre-Mix gasoline. See your local dealer or order from O'Neal, 9160 Jordan Ave. Chatsworth, CA 91311, (818) 998-1049.


Want Ad information - (310) 427-7433

**California Race Schedule**
CRC
**100% PRO PAYBACK**

| | | |
|---|---|---|
| Sun., Dec. 4 | CRC MX - Trophy Series | Edwards A.F.B. |
| Sun., Dec. 11 | CRC GP - Trophy Series "Merry Christmas G.P." | L.A.C.R. |
| Sun., Dec. 18 | CRC MX - Trophy Series | L.A.C.R. |

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889


KTM MOTORCYCLES **Oakland** Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(810) 673-3366 (810) 673-8144 FAX
UPS Daily



**WIN**
**A BRAND NEW 883 FLAT TRACK RACER REPLICA!**

**FAST, CUSTOM PAINT, PARTS, STREET LEGAL COLLECTORS ITEM**
PROCEEDS TO BENEFIT INJURED RACER #65
**JASON FLETCHER - 1993 883 FLAT TRACK CHAMPION**
$10.00 per entry - Drawing Daytona Bike Week 1995
***Winner need not be present***
Under the auspices of The Clayton Foundation, Moroney's H-D
*Send ck/money order to:*
The Clayton Foundation
2201 Cherry Avenue
Long Beach, CA 90806
Name: ----------
Address: ----------
City/State/Zip: ----------
Telephone: ----------
**Further Information: 310-427-7433 or 1-800-243-8645**



**$$ CASH PAID $$**
***USED STREET BIKES***
**BERT'S MOTORCYCLES**
**818-334-1288 / 818-334-2926**

Racing Enterprises Presents PRO VALVE RACING SUSPENSION

# THE CARLSBAD CHRISTMAS GP

## Sunday, December 11th • Carlsbad, CA

**Membership Not Required**

**ENTRY FEES**

Pros .....$30.00
Sportsman .....$30.00
Second Class .....$ 20.00
Gate Fee.....$10.00

Gates Open at 6:00 a.m.
Sign-up from 6-8:00 a.m.
Practice from 8-8:45 a.m.

Six inch riding numbers required on front and side number plates. Black on White, White on Black, Black on Yellow or White on Green.

ACERBIS · Fueled by PowerBar · KTM Motorcycles · CEET · Koller's Kolars Kustom Helmet Painting · SMITH The Best In Sight. · WHITE Brothers · GATORZ · THOR · NO FEAR · DIRT SQUIRT · AVO Sportswear

Carlsbad Raceway is located 8 miles east of I-5 and Palomar Road, turn left onto Business Park Dr.
No overnight camping. No bicycles, pit bikes or pit riding. Keep dogs on a leash.
**For additional information about the G.P. or Food Drive Call Racing Enterprises at (619) 484-1441**



# RACERS!

*Have You Had a Winning Season? Looking for Sponsors Next Year?*

Say **"THANKS"** to your sponsors and supporters with an **"Appreciation Ad"** in Cycle News.

You'll show you're a "class act," people will notice,
and you'll have the edge before your next season gets started.

Special Low Rates • Fast Lead Time • Easy Ad Layout

Call Today to Place Your "Appreciation Ad"

**310-427-7433** Western US
**404-934-7850** Eastern US

CYCLE NEWS
*America's Weekly Motorcycle Newspaper*



GLEN HELEN
EVENT CALENDAR

| | |
|---|---|
| Thurs., Dec. 1 | MX Practice on National and Vintage Tracks 8:00a.m. till Dusk |
| Sat., Dec. 3 | No MX Practice Due to Car Race |
| Sun., Dec. 4 | Double Cross Gran Prix Gates Open 6:30a.m. |
| Thurs., Dec. 8 | MX Practice on National and Vintage Tracks 8:00a.m. till Dusk |
| Sat., Dec. 10 | MX Practice on National Track 8:00a.m. till Noon MX Practice on Vintage Track till 3:00p.m. |
| Sun., Dec. 11 | SRA Gran Prix Gates Open 6:30a.m. |

WHAT'S HAPPENING
SRA GRAN PRIX
SUNDAY, DECEMBER 11TH

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733



Fiberglass Fenders
Down Pipes • Tank Stickers
**Maico, KTM & Husqvarna**
***Parts & Service***
***Vintage to Current - Giant Selection***
**ALL TOP QUALITY**

Husqvarna · MAICO · KTM Motorcycles

CYCLE SERVICE
1244 N. Gaffey Street
San Pedro, CA 90731
(310) 548-6874
*UPS Daily*



*County of Santa Clara, CA*
*MOTORCYCLE PARK*
*UPCOMING EVENTS*

**Metcalf Cross-Country Marathon Series**
Sunday, December 18, 1994
Sunday, January 8, 1995
Sunday, January 29, 1995
Races for Beginner/Novice and Intermediate/Pro
Info: Greg Scheid & Associates (408) 972-8063

**Motowest Motocross**
Sunday, December 4, 1994
Info: Motowest (408) 238-8208

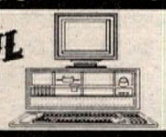
***Constant-Flow MX Track Watering System Due For Completetion In December 1994!***

- 600 acres containing over 28 miles of beginner to advanced trails.
- Newly designed MX track - groomed & watered.
- Novice/beginner motocross and oval tracks.
- Two combined motorcycle and ATV tracks.
- Paved parking and shaded picnic sites.
- Park visitor center with exhibits and replacement parts sales.

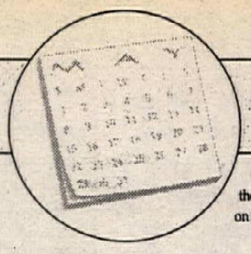
*For more information call: (408) 972-0810*



**T.S.R.** USA
COMPUTER SOFTWARE
MC/VISA
POWERFUL



ENGINE DESIGN
2 - Cycle PROGRAMS
NOW OVER-35-DESIGN AND TESTING PROGRAMS
Ph.(310) 531-1619--Fax(310) 531-3524

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### Dec 17-18

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Battleground. Info: 503/666-2342.

### Sat, Dec 17

• CALIFORNIA MOTOCROSS - GFI Racing, Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Final race of the season, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - WSDRA, Championship, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

OHIO INDOOR ICE RACE - AMA/Action Sports Promotions, Inc, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

### Sun, Dec 18

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Final Rnd, Hollister Hills GP Track, Hollister. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 6/Series Finale, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, "E" Street Bridge, Marysville. Info: 916/367-2818.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805.272-8889.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

• CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

FLORIDA MOTOCROSS - Florida Dealer's Super Challenge, Florida Mini-Cycle C'ship Series Finale, Orlando MX Park, Orlando. Info: 407/568-2271.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

GEORGIA TEAM HARE SCRAMBLES - Wings & Wheels, Bremen Raceway, Bremen. Info: 404/944-8464.

• LOUISASIANA TT - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/723-9784 or 693-2634.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

SOUTH CAROLINA MOTOCROSS - Hammer 'n Hank Ra... Winter Series - Rnd 1, C... CANCELLED ...Sports Park, Society Hill. Info: 803/378-4700.

### Sat, Dec 24

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

### Sat, Dec 31

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

• CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc/FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 5 The Dunaway Dash, Plaster City West BLM Open area, El Centro. Info: 619/427-5759.6

### Sun, Jan 1

CALIFORNIA MARATHON - Yamaha of San Jose/Sandhill Ranch, 22nd Annual Hangover Day Marathon, Brentwood. Info: 510/634-3328.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Batttleground. Info: 503 666-2342.

### Jan 6-8

• CALIFORNIA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Cow Palace, San Francisco. Info: 817/626-7297.

CANADA SHOW - Castrol Canada/ Motorcycle & Moped Industry Council/Basr Hodgson Productions, Canadian International Motorcycle Super Show (Consumer Show), Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

• TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

### Fri, Jan 6

• CALIFORNIA SPEEDWAY - WSRA/ ICE, San Diego Sports Arena, San Diego. Info: 303/262-9067.

### Jan 7-8

TEXAS SWAP MEET - The 7th Annual Motorcycle Expo, Show, Swap Meet, Convention Center, Arlington. Info: 214/216-5520.

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions, Inc., Civic Center, Huntington. Info: 614/594-6686

### Sat, Jan 7

• CALIFORNIA MOTOCROSS - GFI Racing, GFI $10,000 SX & Winter Series Warm Up, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair building, Caldwell. Info: 208/384-5512.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

### Sun, Jan 8

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

CALIFORNIA HARE & HOUND - Jack Rabbits M.C./D-37, Red Mountain. Info: 310/647-7939.

GEORGIA HARE SCRAMBLE - SE&TRA, Cherokee Hare Scrambles, Greensboro. Info: 706/468-1328.

• NEW YORK ICE RACE - AMA/Dist 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

# WANT ADS

## HELP WANTED

### Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

### Looking for Road Racing
Mechanic (experience needed) to take care of Supersport and Superbike for serious AMA National team. Call Todd (708) 513-1915. IL. (345-48)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

NEED SMART PEOPLE now! Parts, sales and service. Cole Bros. Inc., Suzuki, Tigershark, Polaris. Make money now. (818) 980-3715. CA. (246-TFN)

### Harley
Licensed products sales rep. opening also. Retail sales and promotions mgr. for AMA National events. Fax 1(800) 368-4387. MO. (346-48)

### Journeyman Mechanic Wanted
Experience and references required. Good salary plus benefits. Jim & Jims Yamaha of Santa Rosa, 910 Santa Rosa Avenue, Santa Rosa, CA. Contact Ruth Chambers. (707) 528-1114. CA. (346-48)

### Experienced Technician
Fastest growing Suzuki, Polaris dealer, year round employment, motorcycle, ATV, watercraft. Call Ali (805) 254-2929. CA. (347-49)

### Service Technician
Needed for Honda Kawasaki Yamaha dealership. Clean, air conditioned work place. Wages based on experience. Call (800) 777-0214. TX. (347-50)

### Service Technician Needed
Full time mechanic needed for busy service dept. in small mountain town. Experience a must in any or all of the following: M/Cs, ATVs, PWCs, smbls. Position is permanent and immediate. Please send or fax resume to: 219 W. Hwy. 50, Gunnison, CO 81230, fax # (303) 641-3162 or phone # (303) 641-0889. CO. (347-49)

### Tourism Agent Wanted
Partner wanted for conducting dual sport tours in the French Carribean, Martinique. This beautiful country has some of the best dual sporting in the world. 011 (596) 65-00-17 or Fax 011 (596) 65-00-38. (347-48)

### Technicians & Race Technicians
Looking for a change? Large Kawasaki dealer in Texas needs experienced shop mechanics. Also racing service tech. Call Jack ★(713) 472-3694. TX. (347-49)

### Sales/F&I
Busy Honda and watercraft dealer looking for one experienced salesperson with management aspirations. Knowledge of F&I required. Salary plus comission. Southern California beach location. Division Z, P.O. Box 498, Long Beach, California 90801-0498. CA. (248-49)

### Wanted M-X Instructors Nationwide
The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

### ★★★ Service Manager ★★★
Enjoy the great Northwest. Watercraft, ATV, m/c, mulit-line and more! We need a pro with experience and a great attitude to manage our large, clean, well-equipped service dept. Great working and living environment! Lots of business. Resumes to: Division X, P.O. Box 498, Long Beach, CA 90801-0498. CA. (246-48/EOI)

### Phone Technician/Sales
Leading manufacturer of motorcycle disc brakes and wheels is seeking a qualified individual with experience and knowledge of Harley Davidson motorcycles and sportbikes. Mechanical and racing experience a plus. Call for interview. (310) 634-6532. CA. (248-49)

### Mechanic Needed
Five days, pleasant conditions, good pay and benefits. Los Angeles area. Marina Suzuki. (310) 306-8595. CA. (248-01)

### Top 100 Dealer News Dealer
Experienced technicians needed. "Year round work." Earning potential of 30k. Alamo Cycle-Plex, 11900 1-H 10 West, San Antonio, Texas, 78230. (210) 696-2000, Fax (210) 696-2466, Attn: Tom. TX. (248-01)

### Harley Parts Manager
Micah McCloskey will make right deal for right person. San Fernando Valley, Ca. Tony (818) 887-4887. CA. (248-50)

### Harley Mechanic
Micah McCloskey will pay top dollar for expert. San Fernando Valley, CA. Tony (818) 887-4887. CA. (248-50)

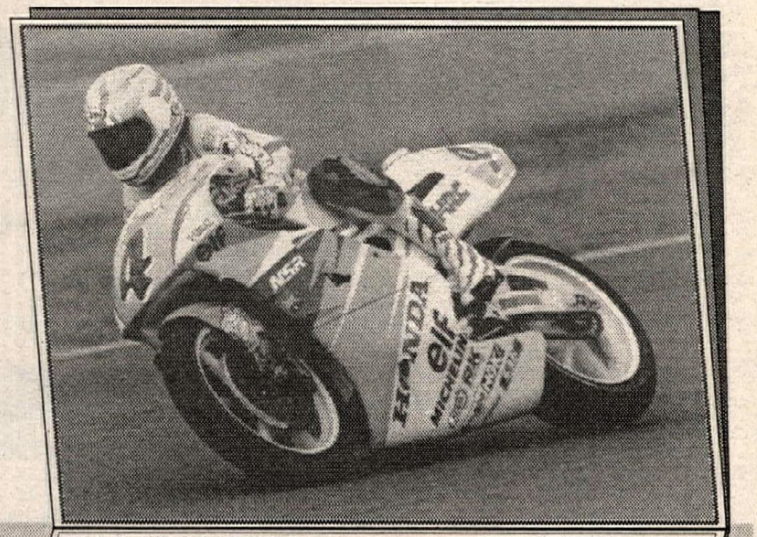
## POSITION WANTED

LOOKING FOR ENTRY level position in suspension or engine hop up shop. Have basic experience and tools. Want to learn. Leave message for Paul (310) 328-4124. CA. (147-48)


# GIVE A GIFT - GET A GIFT

**Treat your family and friends with a holiday gift subscription to Cycle News and get your own copy of the Cycle News 1995 Calendar of Champions.**

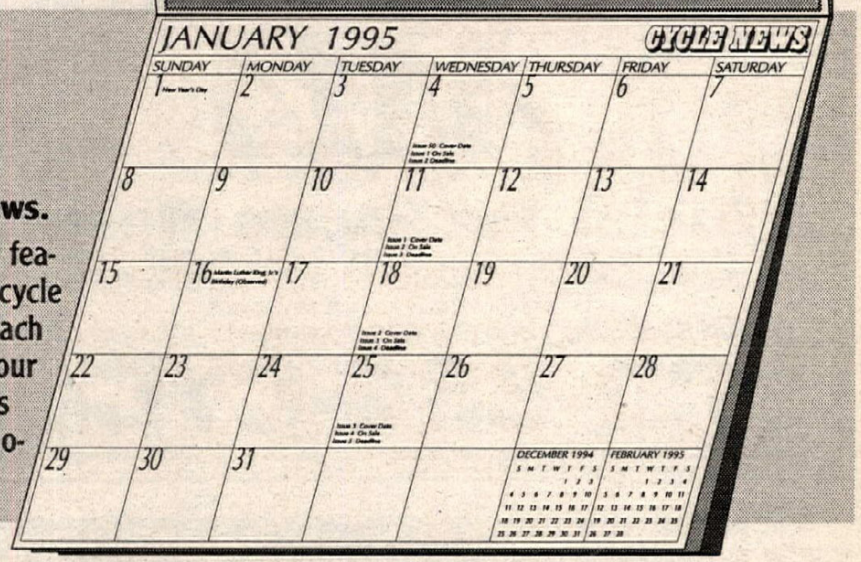
CYCLE NEWS
1995
CALENDAR
OF CHAMPIONS



# FREE

**with a gift subscription to Cycle News.**

This latest edition of our popular calendar features full color photographs of 1994 motorcycle racing champions in action every month. Each day gives you plenty of room to jot down your plans for the week and weekend. And, this calendar is only available through this promotion - it is not for sale anywhere.




Cycle News helps you do all your holiday gift shopping at one time and then gives you a present too!

Your family and friends get a weekly reminder of your thoughtfulness each time Cycle News is delivered to their door - Plus, you don't have to worry about sizes, colors or styles. Cycle News is perfect for everyone.

Shopping for Cycle News is simple. Just fill out the coupon below and tell us who gets the Cycle News subscription gift, along with your name and address for your calendar. List additional gifts on separate sheets of paper. Remember, it's o.k. with us if you buy a gift subscription or renewal for yourself - you will get your calendar too!

# IN A HURRY? CALL TOLL FREE
# 1-800-831-2220

**OFFICIAL GIVE A GIFT - GET A GIFT**
**CYCLE NEWS SUBSCRIPTION/ORDER FORM**
**Fill Out And Mail Today**
**YES! I'LL BUY A GIFT SUBSCRIPTION TO CYCLE NEWS AND TAKE A 1995 CYCLE NEWS CALENDAR OF CHAMPIONS! SEND MY CALENDAR & BILL TO:**

NAME _____
(please print clearly)
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE NUMBER ( ) _____ ORDER DATE _____

**GIFT SUBSCRIPTION**
SEND THE GIFT SUBSCRIPTION TO:
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PLEASE SIGN GIFT CARD: _____

❑ THIS IS A NEW GIFT SUBSCRIPTION
❑ THIS IS A NEW SUBSCRIPTION FOR ME
❑ THIS IS A GIFT SUBSCRIPTION RENEWAL
❑ THIS IS MY SUBSCRIPTION RENEWAL

FOR:
❑ One Year (50 Issues)..... $38.00
❑ 6 Months (25 Issues) ..... $19.00
❑ One Year (50 Issues, Foreign Delivery) $78.00
2nd class, Canada or Mexico and all other countries (payable in U.S. Funds) (First class and airmail rates available upon request.)

PAYMENT METHOD:
❑ ACCEPT MY PAYMENT ENCLOSED
(check or money order please)
❑ SEND ME A BILL
❑ CHARGE MY ❑ VISA ❑ MasterCard

CHARGE NUMBER _____
EXP. DATE _____
SIGNATURE _____

MAIL TO: CYCLE NEWS, INC. P.O. Box 498, Long Beach, CA 90801-0498 Order by Phone (800) 831-2220 or FAX (310) 427-6685

# QUIK SHOP


1-800-88-YAMAHA

If you want to win, you gotta dial it in.

Call to get brochures and the Yamaha motorcycle and ATV dealer nearest you.

TEAM YAMAHA



AMA
AMERICAN MOTORCYCLIST ASSOCIATION

**Official ProRacing Results**

U.S. Superbike & Support Classes, Grand National Dirt Track, Camel Supercross, National Motocross, Prostar Drag Racing, plus FIM Road Race & Motocross

*Exclusive reports immediately following each event, 24 hours a day!*

**900-884-CYCLE**

1st Minute: $1.50 Each Additional Minute: $1 (Average call: 3 min. Under 18? Parental permission required)



Precision Made Sprockets for Powerful, Reliable Performance...

PBI SPROCKETS

- Rear Sprockets (7075-T6 Aluminum)
- Countershaft Sprockets (CNC machined - high grade alloy steel)
- Pro Only countershaft sprockets (manufactured from steel alloy approaching 200,000 PSI yield)
- Pro Series and Pro Flow (self-cleaning grooved sprockets)

Manufactured by: **PBI Sprockets**
Clackamas, OR
Sales: Chris Products, Inc. (503) 648-2088

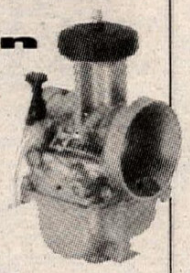
A LEADER IN QUALITY AND SELECTION • MADE IN U.S.A. Since 1964

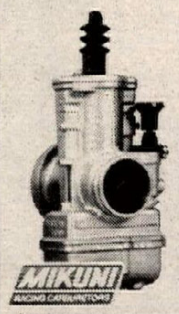


.... THE COMPANY For Change ... (Performance Change)

**Keihin**

We STOCK the COMPLETE LINE of PJ Oval & PWK "D" Slide Carbs. Our complete kits come PREJETTED for No-Fuss installation.






**Mikuni**

We STOCK the COMPLETE line of VM(round),TM(flat), TMX("D" flat), RS, and TMS carbs. All carbs can be PREJETTED for Easy installation.

**Parts**

Don't get caught short ! Simple tuning changes can lead to significant power increases! We stock a large selection of JETS, NEEDLES, SLIDES, and PARTS for all MIKUNI and KEIHIN Carbs.

**Applications: Dirt, Street, ATV Vintage, Alcohol Conversion**

CARBURETOR Parts Warehouse
7777 Wall St.
Valley View, OH 44125
(216) 524-1599
Dealer Inquiries Invited



★ ★ ★ ★ U.S. MADE
★ **RACING SUITS**
★ Full Protection
★ Full Ventilation
★
★

SYED LEATHERS
• Custom and Ready-Made • Neon Colors • Lettering • Repairs/Alterations

*Call For Free Brochure*
(800) 486-6635

1231 Wilbur Ave., Swansea, MA 02777 · (508) 677-2443 FAX (508) 677-0299

New Southeast branch: Orange Plaza, Unit B101 11340 S. Orange Blossom Trail Orlando, FL 32837 (407) 857-SYED FAX (407) 857-9233

**SPECIAL OFFER**

**Now!** Get 10% off the purchase of a custom or ready-made suit.

*Offer expires January 15, 1995.*

Order must be accompanied by 50 % deposit and this coupon postmarked by 1/15/95. Not to be combined with any other offer.

Call (800) 486-6635 for details



F&L RACING FUEL

Available at: #1 in the Baja 1000

Sponsor of Fuel to the 1994 ISDE

Las Vegas (702) 873-1962
Baldwin Park, CA (818) 962-2451
Honolulu, HI (808) 373-2322
Visalia, CA (209) 625-2900
San Pedro, CA (310) 548-6874
Van Nuys, CA (818) 786-8180
San Fernando Valley (818) 289-8521
Norwalk, CA (310) 864-1741

"Dealers/Distributors Wanted"



TORCO RACING OILS

GP-7
RACING 2-CYCLE OIL
SMOKELESS FORMULA
9916 Pioneer Blvd., Santa Fe Springs, CA 90670
TEL (310) 942-8480 FAX (310) 949-4211



Want Ad information - (310) 427-7433



OCS #1 RM DEALER IN CALIFORNIA

ORANGE COUNTY ★ SUZUKI ★
'95's in Stock
*Never Undersold!*

'95 PRO-LEVEL RM SUPPORT

714-646-2428 • FAX 714-645-3251



VINTAGE IRON
THE LARGEST SELECTION OF VINTAGE MOTORCYCLES & PARTS ON THE PLANET!
1-800-422-IRON
HUSQVARNA • MAICO • CZ • HONDA • BULTACO • MONTESA • OSSA • AND MORE



BLEY USA INC.

- DUCATI & BMW Crankshaft Reconditioning
- CARRILLO Connecting Rods
- NUOVA MAZZUCCHELLI Rod Kits
- ARI MACO Kneesliders & No Fog Shields

708.437.0671



FOUR STROKES ONLY
Newsletter & Catalog Send $5.00

SPECIALIZING IN STREET LEGAL DIRT BIKES
- Honda XR80 to 650
- Kawasaki KX125 to 650
- Yamaha IT200 to 600
- Suzuki DS-80 to 650

MAIL: 11684 Ventrura Blvd., Box 111, Studio City, CA 91604
UPS/Shop: 11650 Hart St., North Hollywood, CA 91605
TELEPHONE/FAX: (818) 765-5616



LR RACING
LARRY ROESELER -Enterprises-
619-948-7435 Phone & Fax
To Be The Best, You Must Have The Best!
Off Road Performance Products & Service - Specializing in Kawasaki
- LR Billet Shark Fin
- LR Chain Guide Guard
- LR Bolt on Waterpump Guards
- New KLX Pipe
- LR Seat Covers
- X-Treme Riding Gear
- Sticker Kits
- LR X-Treme T-Shirts

• Complete Suspension Service



Jim Brannon's FREEWHEELING HONDA

HONDA Come ride with us.

Your CR Experts Support Dealer

WE SPECIALIZE IN WHOLESALE TO NON-FRANCHISE DEALERS
6408 Fairburn Rd., Douglasville, GA 30134
(800) 453-2655 (404) 920-1033

POMONA VALLEY KAWASAKI
Sales • Service • Accessories
★ Join The PVK Racing Team ★
1170 W. Holt • Ontario, CA 91762 (909) 983-5988
Hours: 7:30 a.m.-6 p.m. M-F, 7:30 a.m.-5p.m. Sat.


## BUSINESS OPPORTUNITIES

### Personal Watercraft Business For Sale

Full-service retail personal watercraft business for sale. Includes complete inventory of parts, accessories, tools and equipment along with exclusive products. Over 1,000 active customers. Prefer to sell as on-going business, however, will sell in part. Serious inquiries only. (214) 530-6768 or fax (214) 530-5305. (245-48)

### Dealership For Sale

Suzuki, Kawasaki dealership in midwest. Turn key operation. All inventory, tools, furniture and fixtures included. Must sell. $100,000. (712) 328-0544. IA. (147-49)

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to $500,000. Free recorded message: (707) 448-0270. (KB7) CA.(148)

EVERY SEASONS A WINNER in Colorado: Year-round sales with motorcycles, snowmobiles, watercraft, ATVs. Profitable multi-brand dealership for sale in growing area, $3,000,000 projected 1994 sales. A steal at $520,000. Call Suzanne, Front Range Business, (303) 499-6008. CO. (148)

## COLLECTORS

### Vintage MX Tires

For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 x 18M8 for 1974 CR125s, & 4.25 x18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (346-49/C)

### 1971 Rickman Weslake BSA

Blue $6,995. (818) 573-1254. CA. (147-49/C/P)

### Wntd: Gary Jones Yamaha Fiberglass

'73 - '74 MX gas tank, 360 Yamaha Webco head, Champion or Redline MX frame for Yamaha 360. Cash waiting. Call Kevin. (310) 218-0930. CA. (340-48/C)

### Bultaco Parts

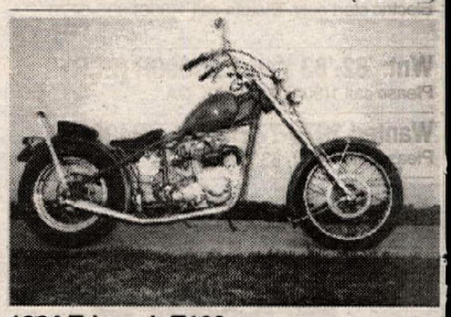
Books and t-shirts. Lynn Mobley Mon-Sat (702) 267-2103. NV. (337-02/C)

### Yankee Parts

We have what you need for that Yankee Classic. Also supply of rolling Can Am Sonic 500 parts. All parts brand new stored 20 years. Please call, ask for Joel. (716) 436-3820. NY. (143-50/C)

### Bultaco

Wanted Bultaco motorcycles, basket cases, and N.O.S. parts inventories. (601) 366-5810. MS. (346-49/C)



### 1964 Triumph T100

Show bike, lots of chrome, runs perfect $3,000. (818) 573-1254. CA. (147-49/C/P)

### Original Maico Fork Boots

We felt your need, so we've pain stakingly re-produced the original Maico fork boots in high quality long wearing materials. Don't be caught at the track with those funky looking after market units! Give those Maico meisters at Northwest Maico & CZ a call today! (503) 389-6112. OR. (346-48/C)

### 1973 Husqvarna 250

Looks great, runs great, $700/obo. (714) 530-8514. CA. (147-48/C)

### 1967 BSA 650 Hornet

Original, excellent, unrestored, new registration, last registered in 1972, rare collectors, must sell, $2,995/obo. (714) 551-2192. CA. (147-49/C)

### Trackmaster Frame

For Ossa engine? Would like to trade for frame to fit Yamaha, Norton, Triumph. Larry. IL (815) 338-6462. IL. (348-49/C)

1970 250 CZ SIDE PIPE, nice $1,000 firm. Early '69 250CZ Side pipe, original no pipe or gas cap, motor stuck $500/obo. 1964 250BSA C15 complete, needs restoration, motor free, $300/obo. (805) 763-5728. CA. (348-49/C)

### Wanted: 1972 RT2 MX Yamaha

Complete motorcycle or engine, and parts. Serious replies only. Cash waiting. Kevin. (310) 218-0930. CA. (348-09/C)

### 1974 Yamaha 360MX
All original, excellent condition, stored for 15 years. $1,795/obo. (206) 736-2791. WA. (148-50/C)

'74 BOSS FACTORY racer ST and TT set up, 360MX Yamaha, right or left shift, adjustable Ceriani quick change hubs, nickle chromenaly frame, many spares, Boss pro built, engine showroom restored condition. $2,200. (961) 626-5949. CA. (348/C)

'73 MONTESA 247 Cota Trials good shape needs restoration. $300. (916) 626-5949. CA. (348/C)

'72 HUSKY 250CR, '74 Reed top end showroom condition, 0 hrs on restoration. $1,700. (916) 626-5949. CA. (348/C)

'71 CZ380 MX aluminum tank, Fox shocks, Blue frame, 0 hrs. on restoration, very trick, $1,800. (916) 626-5949. CA. (348/C)

### Vintage Yamaha Parts
Due to circumstances beyond our control. We specialize in old Yamaha parts, 25 years worth. Try us. San Jose Yamaha, 776 N. 13th St., San Jose, CA. (408) 287-2946. CA. (248/C)

### Wanted Pre-'70 Honda/Kaw/Yam/Etc.
Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph and other unique motorcycles wanted. Early '70s and project bikes also considered. (714) 843-0235. CA. (348-07/C)

### ★★★Hodaka Parts★★★
Shipped ANYWHERE UPS, 24 hour answering machine, we'll call you back! PHILLIPE SERVICES. (714) 582-8332. CA. (248-TFN/EOI/C)

### 1974 Honda CR250M
Fresh engine, forks. Works Performance shocks, Vintage Iron pipe. Terry Cables. Magura levers, race ready! $800. Thom (415) 892-2849. CA. (148/C)

'72 HUSQVARNA WR125, parts bike, best offer. (310) 809-8192. CA. (348-49/C)

### Wanted 1973-1975 Kawasaki Z1 900
Please call. 1 (800) 833-3778. CA. (235-TFN/C)

## GENERAL MERCHANDISE

### ★★Laverda Only★★
1(800) LAVERDA.CA. (233-TFN)

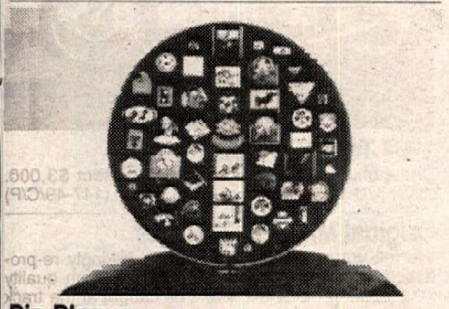
### Custom Made Decals
(800) 843-8244, (708) 208-9289. IL. (231-TFN/P)

### ★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

### Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (235-TFN)

### Wnt: '82-'83 Kaw KZ1000R (ELR)
Please call 1(800) 833-3778. CA. (235-TFN)

### Wanted 1975-77 Honda CB400F
Please call 1(800) 833-3778. CA. (235-TFN)



### Pin Plaque
Display pins! 12" rd. $19.95 + $2 S/H. (916) 677-4321. CA. (342-49/P)

### Wanted Kawasaki:
**'73-'75 Z1 900, '79-'80 KZ1000 (MKII), '82-'84 GPZ1100,'81-'82 KZ1000J, '82-'83 KZ1000R (ELR),'79-'81 KZ1300 '78-'80 KZ1000Z1R, '69-'70 H1 500, '84-'85 750 Turbo, '80-'83 KZ550, '81 GPZ550, '69 CB750 Honda. Status Classic Motorcycles. Please call 1(800) 833-3778.**
CA. (235-TFN)

### '86 Ducati Fia 750
PM wheel NCR #7 10.5-1 pistons, Falicon Carrillos valve job 41mm Dellorto Brembo fresh rebuild race prepped plus spares and street parts. $5,900. (815) 728-1848. IL. (344-48)

'92 KAW ZX-11, 7,000 miles, V&H header, excellent condition, $5,800. (217) 854-5082, leave message. IL. (344-48)

**White Brothers Catalogs #16**
*A Must Have For Performance Enthusiasts*
❑ Please send Offroad Catalog #16, 292 color pages of the finest performance products for Dirt Bike, Dual Sport & ATV's. Enclosed is $8.00.
❑ Please send Watercraft Catalog #16, 148 color pages of the finest performance products for Kawasaki, Yamaha, Sea-Doo & Polaris. Enclosed is $4.00.
❑ Please send Products for Harley-Davidson #16, 116 color pages of the finest performance products for Harley-Davidsons. Enclosed is $4.00.
❑ Please send Sportbike Catalog #16, 172 color pages of the finest performance products for Sportbikes. Enclosed is $5.00.
(714)692-3404 WHITE BROTHERS
24845 Corbit Place, Yorba Linda, CA 92687 FAX: (714)692-3409

No flats, No rim locks,
No more blow outs,
No more pinched tubes,
No pulled stems, No fooling!
MOTO RACE.
800-628-4040

PERFORMANCE ENGINEERING
CUSTOM-BUILT RACE MACHINES
Suspension, Porting, Pipes and Engines
1333 Pine Ave., Ste. B., Orlando, FL 32824 • (407) 856-8545 • fax (407) 856-7744

WE CAN FIX IT!!!
Motorcycle Radiators Only...Since 1990
RADIATORS
Clogged, Bent, Twisted, Smashed, or Leaking
We fix them right! For as low as $35.00
One-day service. We also fix oil coolers.
MYLER'S (800)367-7699 (801)280-8040
8414 McDowell Ct. West Jordan, UT 84088

wilwood DISC BRAKES
461 Calle San Pablo • Camarillo, CA 93012
Phone 805 / 388-1188 • Fax 805 / 388-4938

LAKE SUGAR TREE MOTORSPORTS PARK
PROMOTERS
TRACK RENTAL AVAILABLE
Plan Your '95 Events Now!
SR 617, Rt. 1 Box 42, Axton, VA 24054
703-650-3378

RACE TECH
WORKS FORKS, GOLD VALVES, SUSPENSION, HIGH PERFORMANCE MOTORS, AND MORE!
CALL FOR FREE CATALOG!
(909)594-7755

MARK IT! Bikes Parts DUCATI KTM
LETKO COMPETITION CYCLES
86th & Parallel Pkwy, Kansas City, KS 66112
New KTMs, Huskys, Maicos, Ducatis in stock
Huge inventory of hard-to-find European parts for Cagiva, M-Star, Maico
Expert suspension rebuilding - UPS DAILY
C.O.D.
(913) 334-2410 — Order Line (913) 334-0881

enzo
SUSPENSION SERVICE
KAYABA SPECIALIST
Rebuilds • Repairs • Revalves • Springs
Suspension Fluids • Fork Protectors
Ft. Valley — (714) 964-8010 — CA 92708

BENT
CLOTHING THAT SCREAMS
800-323-7734

Attention Racers
Have you ever needed a sprocket at the last minute?
NO PROBLEM when you know your sprockets will be on the way to your Dealer by the next work day, GUARANTEED!!!
SPROCKET SPECIALISTS
Chosen by Top American riders including Jeff Russell, Danny Hamel, Randy Hawkins and many more!
Available in finer motorcycle shops across the U.S.A.

CYCLE Mike's PARTS
Mike's Cycle Parts, Inc.
West Coast's Largest Motorcycle Salvage
Over 1 million used parts in stock for Japanese motorcycles.
*We also stock complete low mile motors, front-ends, etc.*
UPS Daily 3511 Boone Road SE Salem, OR 97301
1-503-399-7690
Call Toll Free 1-800-327-7304
Fax 1-503-362-2828

*Over the last three years Brembo Brakes were the brakes of choice on more Championship winning machines than all other brands combined. 125cc. 250cc and 500cc Grand Prix and World Superbike Championships have all been won using Brembo Brakes.*
*ANY QUESTIONS?*
brembo
Complete Range of OEM Parts & Repair Kits, Race Equipment, Update Kits & Stainless Steel Lines.

FACT Over the last nine years Marchesini-designed wheels have won 76 World Road Race Championships
FACT Over the last five years Marchesini Wheels were the race wheels of choice on all five winning World Road Race Championship classes. That's 21 individual Championships.
FACT Marchesini wheels are used by 15 factory road race teams including Harley-Davidson for 1994
FACT Marchesini does not sponsor anyone.
THINK ABOUT IT!
You Can Buy Slightly Less Expensive Wheels But Only Marchesini Gets The Job Done.
marchesini
*Race Wheel Technology by Which All Others Are Judged.*

SLATER BROS. P.O. BOX 1, Mica, WA 99023 Tel. (509) 924-5131 FAX (509) 928-0918
North East Dist.: PARTS ONLY, Narrows Road, South Addison, ME 04606 (207) 483-2133

LAVERDA
U.S. IMPORTERS Parts & Service

ISR
Swedish Brakes of Quality
Six Piston Calipers, Disc Replacements, Kits.

SLATER BROS.
P.O. BOX 1, Mica, WA 99023 Tel. (509) 924-5131 FAX (509) 928-0918

UFO PLAST
Call or write for catalog
Dealer Inquiries Invited
The Best In Off-Road For '94
Parker & Parker
Rt. 3 Box 605 • Mansfield, LA 71052
(318) 697-6985 • FAX (318) 697-6987

STATOR REPAIR
KX, CR YZ, RM & Most Ignition Stators
6 mos. Warranty $45.00 to $180.00
SHOUP ENTERPRISE
3172 Glendam Drive
Grand Junction, CO 81504
(303) 434-0906 Mon. thru Fri.
UPS Daily
Rush Service - Extra $$

COSWORTH PISTONS
The Source for High Performance Pistons
Road Race - Drag Race- Street
Racing Engine Components
TECH & ORDERS (210) 968-7802

BILL'S PIPES
(909) 371-1329 FAX (909) 371-1380

RM LAMSON PORTING YZ
CR KX
UPS Daily Quick Turnaround
3265 Hazel St. • Pollock Pines, CA 95726
John Lamson (916) 644-2339

TECH TUBES
SOLID FOAM TIRE INSERTS
(Patent Pending)
CHOICE OF TOP RACERS: KEVIN HINES, TOMMY NORTON, JEFF RUSSELL, SCOTT PLESSINGER, DAN RICHARDSON, JEFF FREDETTE, FRED HOESS, CHRIS SMITH, FRED ANDREWS, DREW SMITH & YOU!
FRONTS $99 24 NO MORE FLATS!
REARS $119 SIZES NO AIR NEEDED!
TECH PRODUCTS (201) 848-0668

PRO PLATES
CUSTOM NUMBER PLATES
• CAMEL PRO • ROAD RACE
• DIRT-TRACK • BMX
• DRAG BIKE • CARTS
• SPEEDWAY • AWARDS
717-266-0268
P.O. Box 911, Mount Wolf, PA 17347

Motorcycle RK Chain
Takasago Chain Co Ltd

# QUIK SHOP

RM 1988-92, RMX 1988-93
4.2 gal

**IMS** PRODUCTS INC

**Quality Off Road, Dual Sport, ATV and Watercraft Tanks. Through 1993**

- Wide Ratio Gear Set for CR250, CR500. 1985-93.
- Big Wide Foot Pegs for most models.
- Quick Fill Tanks and Dump Cans.
- All Products Made In Good Old USA.

IMS, 6240 Box Springs Blvd., Riverside, CA 92507
Have Your Credit Card Ready and Call:
Nat'l (800) 237-9906 Local (909) 653-7720 FAX: (909) 653-1060 Canada (800) 663-1016

KLX650R
1993 3.6 gal

---

**BETA** TRIALS BIKES

**italjet**

**Nick Adams** Wins USA Championship at Ponca City, OK

**BIMOTA TUATARA** (only 55 in world)

We also have the newest PIRELLI SPORT RADIALS

- Jollisport Gloves
- Speedmode Leathers
- Tommaselli Bars
- Monty Trials Bicycles
- Akront Rims
- Regina Chain
- AGV Helmets

Free 48 pg Catalog
Send 1.00 for postage & handling

- Trials Bikes Beta-Montesa
- Pirelli Tires
- Dellorto Carburetors
- Marzocchi Shocks
- Grimeca Parts
- Sidi Boots
- Marvic Wheel
- Lambretta Parts
- Benelli Parts

**MINICYCLES**
Can Be Shipped UPS
**Great Suspension and Power**

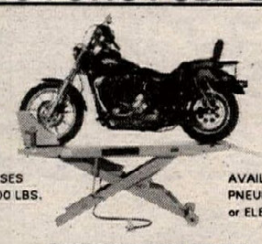
**Trials Videos $15** Call for details & Free List

**COSMOPOLITAN MOTORS**
301 Jacksonville Road
Hatboro, PA 19040
**1-800-523-2522**

---

**MOTORCYCLE LIFT**

THE LEADING LIFT BENCH THROUGHOUT THE WORLD.



RAISES 1000 LBS.
AVAILABLE IN PNEUMATIC or ELECTRIC
FACTORY DIRECT PRICES
WATS 800-437-0192 • FAX (515)752-1205
WESTERN MANUFACTURING CORPORATION
P.O. BOX 130 / MARSHALLTOWN, IA 50158

---

**Boyesen** POWER REEDS

*Multi Valve Technology*

*Leaders in reed valve and intake technology now accepting resumes for sponsorship*

Please send all resumes to:
Boyesen, Inc.
Attention; Sponsorship Department
1555 Krumsville Road
Lenhartsville, PA 19534

---

- New C-2 Two Cycle Oil • Racing Fuels
- Fuel Jugs • Funnels • VP Apparel

Headquarters - TX 210-621-2244
Northwest - WA 509-544-0306
Southeast - FL 305-565-7670
Northeast - PA 215-872-8380
Georgia 706-465-9357
West - CA 909-674-9167
Midwest - IN 812-238-2084
*Dealer Inquiries Invited*
VP Racing Fuels

---

**Baja Off Road Tours**

- *Voted among "Best Trail Rides in the World" by Dirt Bike Magazine*
- *Kawasaki KDX and KLX Motorcycles Provided*
- *VISA and MASTER CARD accepted*
- *Call or write for Free Brochure and Schedule*
- *Presented by Chris Haines since 1987*

25108 Marguerite Pkwy., B-126, Mission Viejo, CA 92692
(714) 830-6569

---

**Get Serious!**
Buy from a company that makes *real* Competition Leathers!

**vanson** Leathers

*Standard sized Victory Roadrace Suits with competition weight leather, knee sliders, venting, MkII Armor including back pad, spandex, flex sections, American sizing, 14 designs... Plus... full Custom Leather department Refinishing Service for any Vanson suit!*

213 Turnpike St., Stoughton, MA 02072
(617) 344-5444 • Fax (617) 344-1313

---

**BEYOND LEATHERS** ADVANCED TECHNOLOGY RIDERS' SUITS

**AEROSTICH** RIDERWEAR

- **WEATHERPROOF** Seam-sealed GoreTex® fabric
- **COOLER** Cordura® Nylon
- **ABRASION** Proven Protection
- Six removable T-Foam impact pads
- Fast, easy entry design
- 24 sizes & 16 colors
- Fully lined & machine washable
- Order factory direct
- 100% money back guarantee

**ROADCRAFTER**
ONE PIECE SUIT $637
TWO PIECE SUIT $687 Made in USA

**RIDER** WEARHOUSE CATALOG
Call or write for our **FREE CATALOG**
filled with unique accessories and clothing for riders
8 South 18th Ave. West • Duluth, MN 55806
800-222-1994 218-722-1927 Fax 218-720-3610

---

**CLEAN** RACING USA **SuspensioN**
2980 McClintock Way Unit C, Costa Mesa, CA 92628
(714) 957-3920

---

**hammerhead** graphics

CUSTOM HELMET PAINTING
See Why Our Quality and Attention to Detail Put Us Above Other Painters and Make Us the Choice of Top Racers Everywhere!
Send $1 For Color Brochure, Price List, and 2 Stickers
Route 4 Box 695, Yadkinville, NC 27055
Phone: 919-463-5968 Fax: 919-468-4128
KEVIN WINDHAM FRED ANDREWS

---

**PRO PAD**

**Wholesale to Dealers ONLY !!!**

FERODO FORMULA 1 DISC BRAKE PADS
O'NEAL
MAXIMA Racing Lubricants
SPROCKET SPECIALISTS
Boyesen Power Reeds
Twin Air foam air filters
UNI FILTER

1-800-777-8107
(305) 587-8107
4700 S.W. 51st Street # 212
Davie, Fl. 33314

---

*For Comfort and Confidence Top Pros rely on...*

**SHOEI**

*The Choice of Champions*

SHOEI SAFETY HELMET CORPORATION
333 South Hope Street, Suite 2550
Los Angeles, CA 90071
Tel. (213) 628-0275 (213) 628-9578
Fax (213) 617-8401

---

**BELL** HELMETS

BELL HELMETS / 1565 McGaw Ave., Bldg. 2
Irvine, CA 92714 (714) 476-3150

---

*NOS Parts for Harley Davidson Lightweights American & Italian Made 1948-78*

**CHARLESTON CUSTOM CYCLE**

211 Washington
Charleston, IL 61920
217-345-2577
UPS COD

---

*SUSPENSION SERVICE*

**JN INNOVATIONS**

- *Revalving*
- *Springs*
- *Hard Anodizing*
- *Much More!*

2415 Radley Ct. #3
Hayward, CA 94545
Fax: (510) 782-4738
(510) 783-5332 (800) 883-5332

---

**KTM OF OJAVE**

16012 Sierra Hwy.
Mojave, CA 93501
UPS Daily

Our Selection of KTM Parts Is Top Notch
Complete Line of Accessories For All Major Motorcycle Brands
Call Today (805) 824-4911

---

Since 1950

**DIRT TRACK STEEL SHOES**
ONE DAY SERVICE
*T-Shirts*
*Solid Silver Shoe Charms*
Ken Maely

8580 Bedford Motorway, Corona, CA 91719
(909) 277-8989 FAX (909) 277-0410

---

## Parting 1993 GSXR750 Racebike

750 street engine, Z lower ends, complete Airtech body, wheels, Fox shock, Lindemann forks, Hindle pipe, call for other parts and prices. Steve. (708) 289-3979. IL. (145-48)

KTM '94 1/2 250 EXC, mint, pampered, FMF pipe, Scotts stabilizer, much more, set up by Malcolm Smith. $4,100. Mark Mitchell, days: (714) 833-5736, (714) 248-9913. CA. (345-48)

## Roberto Pietri's Superbike

Factory 1982 Honda RSC, chromoly frame TI rods and valves, dry clutch dry sump, anti dive front end 30k Brian after 5:00. (203) 749-3366. CT. (345-48/P)

## '91 ZX7-R Race Ready

D&D carbon, R.E.S., WP, spares, $4,700. Will consider trades w/ cash or late model DB or DP. (601) 939-7017. MS. (345-48)

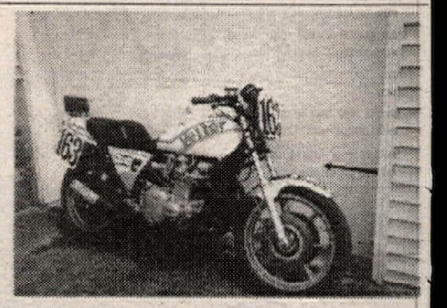
## Parting Out '93 ZX-7

Frame, clean title, forks, swingarm, subframe, engine, blown second. (516) 286-4517. NY.(345-48)

'88 FZR400; race ready Fox, Progressive damper, fiberglass, braided lines, $3,200. Trailer $300. (513) 778-8826. OH. (345-50)

## Parting Out

Two Wood Rotax one with '94 motor. Too many extras to list. (203) 649-4601. CT. (345-06)



## Reg Pridmore Superbike

1978 AMA Superbike Championship winner. Kawasaki 1000, runs good, 15k. Brian after 5:00. See Cycle mag. Nov 1978, Purchased from Craig Vetters collections. (203) 749-3366. CT. (345-48/P)

## Cleaning House

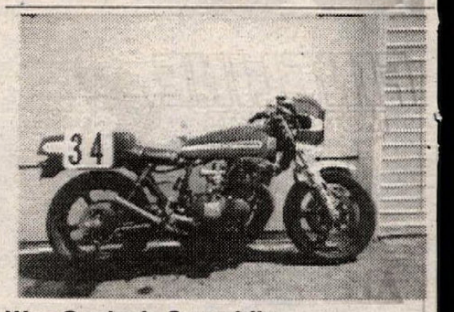
Sharkskinz F-2 solo tail A& lowers $300. New solo tail $150. Two '93 GSXR 600/750 complete race body work new $550. Radiators, ZX7R, F-2, GSXR $200 ea. Mirror brackets YZF, ZX7R, GSXR, $50 and up. '93 GSXR rear wheel & rotor $200. '93 GSXR 600/750 fuel tank $200 and more parts. Call (215) 797-9497. PA. (145-48)

## 1988 FZR400

Race ready, must sell. $2,700/obo. (608) 845-2433. WI. (345-48)

## '92 ZX7

All stock, low miles, $3,600/obo. Must sell. (608) 845-2433. WI. (345-48)



## Wes Cooley's Superbike

1980 AMA Superbike Championship winner. Yoshimura Suzuki 1000. Documented by Fujio Yoshimura. Very fast. See Cycle Guide, April 1986, 20k purchased from Craig Vetters collection, Brian after 5:00. (203)749-3366. CT. (345-48/P)

## 1991 BMW K75S - ABS

Red, hard luggage, 9,500 miles. Photos available. $6,400. John. (704) 376-2248. NC. (345-48)

## GSS Race Porting Palmdale, CA

Most usable horsepower achieved. Or-no-pay. (805) 947-7694. CA. (346-49)

## Limited Edition '94 Honda RC45

#32 or 50 made, complete with crate, never driven. Pro Motorsports. (800) 569-6839. WI. (345-48)

## ★★★ V-Max ★★★

'92 Yamaha, excellent condition, 4,000 miles, $5,700/obo. Must sell, I've moved to cold country. (619) 375-2540. CA. (345-48)

## Parts for Everything

Cosmetics, wheels, forks, frames, motors, etc. GSXR, F2, FZR 600, 1000, ZX-6, ZX-7, ZX-11, Katana, GS500, CBR600, YSR, EX500, Ninja. Reasonable. (714) 557-2558. CA. (045-48)

## KOLD KUTTER Ice Racing Screw

KOLD KUTTER

Motorcycle & ATV
Size 3/8" 1/2" 5/8" 1" 1 1/2"
1/4" Dia. Head Height. 187
1,000 per box AMA Approved Self Cleaning

*National Amateur Championship Ice Racing*
*Hale, MI - January 21-22, 1995*

New Kold Kutter Screws! Bags of 250 or 1000
Dealers Call **Kold Kutter**
**Interstate Oil Co.**
Davison, MI 48423
(810) 653-0001 Toll Free 1-800-369-0001

## '94 CZ 180 ENDURO SPORT

Trailbike • Front Disc Brake
3.25 Gallon Fuel Tank
Air Cooled, Single Cylinder Two Stroke

'94 180 Enduro Sport
Suggested List Price - $1699.00

*Call your local dealer now or contact American JAWA - your only authorized U.S. Importer/distributor for JAWA/CZ*

jawa AMERICAN JAWA LTD.
185 Express Street
Plainview, NY 11803
(516) 938-3210
FAX (516) 931-2650

George Ivasy's
## pro-action Suspension
Established 1977

WORLD HEADQUARTERS 3201 Sixth Avenue, Beaver Falls, Pa. 15010 412) 846-9055
CANADA 519) 787-1736 NEW ENGLAND 413) 786-0141 TENNESSEE 615) 323-0489 FLORIDA 813) 366-4524 MISSOURI 417) 258-7201 WASHINGTON 206) 735-2463 AUSTRALIA 053 67 3823
ENGINE DEVELOPMENT 92 Helen School Road, Donegal, Pa. 15628 412) 593-7501

## HiPoint TRAILERS

**Fiberglass Trailers**

*ALL FIBERGLASS BODY FOR YEARS OF MAINTENANCE FREE USE.
*TODAYS MODERN UP-TO-DATE STYLING.
*AERODYNAMIC DESIGN OFFERS LESS WIND RESISTANCE FOR EASY TOWING WITH TODAYS SMALLER VEHICLES.
*OUR BEAUTY IS MORE THAN SKIN DEEP WITH SUPERIOR CONSTRUCTION.
*ITS LIGHT WEIGHT MAKES TOWING EASY.
*UNIQUE DROP RAMP REAR DOOR FOR EASY LOADING AND UNLOADING.
*AVAILABLE IN 14',16',18',20',24' AND 28' OVERALL LENGTHS.

1115 MILAN AVENUE, AMHERST, OHIO 44001
Phone (216) 988-4474 Fax (216) 988-4476

## PVL ELECTRONIC

SALES, TESTING AND SERVICE FOR PVL PERFORMANCE IGNITIONS AND MOTOPLAT IGNITIONS

PVL APPLICATIONS FOR MOST 2-STROKE ENGINES

motoplat
MOTOPLAT U.S.A.

## If you can't stand the heat get... SERIES K™ Kevlar Clutches by Barnett

- Smooth shifts
- Asbestos free
- Series K™ clutches perform flawlessly under extreme heat
- Series K™ KEVLAR clutches available for most popular models

Barnett
P.O. Box 2826, Santa Fe Springs, CA 90670

## TRICK racing gasoline

**WE FUEL YOUR FUN!**
- Six straight Baja 1000 wins for Team Green.
- Six straight Baja 500 wins for Ivan Stewart/Team Toyota.
- Seven straight IJSBA World and National Champions.
- Over 200 distributors in the West. We also ship UPS.

**TRICK's hard to beat, easy to find**
**Call 800-444-1449**

## NOVELLA. ALWAYS ON THE RACING EDGE.

*RUN WITH OUR NEW, TOTALLY DRY, RACING BATTERY FOR STREET OR TRACK! • 1/3 THE WEIGHT • 1/3 THE SIZE*

Raasks Rear• Sets for most Japanese models. Also available for BMW & Moto Guzzi Lemans.

Prices range from $169-$210

All hardware included for easy installation

*Clip-On Bars/Top Fork Clamps/Fubars/At NOVELLA*

SEND $3 FOR OUR COMPLETE CATALOG
P.O. Box 947 Palatine, IL 60078
Phone 708-359-2666
FAX 800-833-3311

*Dealer Inquiries Invited or Order Direct*

GUARANTEED
## Motocross Boot RESOLE

BY MAIL / 1-DAY TURNAROUND
ORIGINAL SOLES FROM
ALPINE STAR • AXO • SIDI
REG. SOLES $50.00 + $10.00 Shipping
NEW TECH 7 $60.00 & Handling
CREDIT CARDS ACCEPTED
**SOLE PERFORMANCE**
165 South El Camino Real, Suite K
Encinitas, CA 92024
**(619) 944-7433**

## KLOTZ® POWER TO GO®

*Synthetic Lubricants • Castor Lubricants • Octane Boosters • Nitro Additives • Racing Gas and Lots More.*

KLOTZ Special Formula Products, Inc.
P.O. Box 11343, Fort Wayne, IN. 46857

To order products or request a FREE catalog, see your dealer, or call, toll FREE: 800-242-0489

**FREE: RACERS TECH HOTLINE...CALL 219-749-0489**

## YAMAHA FZR1000-1125cc Kits

**Horsepower Nirvana.**
**There's No Replacement for Displacement**
- Specially machined from top quality Wiseco piston blanks
- Any compression ratio available
- Kits for late model FZR 1000's 89-94
- End of season special! Only $1250.00 fully machined
- Call now for complete details
- *Available exclusively from:* SUPERBIKE MIKE

(305) 484-6969
2928 N.W. 17th Terrace • Ft. Lauderdale, FL 33311 • 1/4 mile west of I-95

## METZELER Roadracing

North America's Largest Roadrace Contingency Program
**1-800-722-3336**

Dave Huffman Damon Huffman
## CEF
*Cycle Engineering Factory*
**Porting · Engines · Suspension · Pipes**
26810 Oak Avenue #C · Canyon Country, CA 91351
**805-298-0206 FAX 805-298-1653**

## CYLINDER HEADS

Full Race Prep
Damage Repair
Flow Testing
ETC.

ENGINE DYNAMICS CO.
1010 Lakeville Hwy., Petaluma, CA 94952
For All Parts and Service —See Us
EDCo (707) 763-7519

## FINELINE MOTOSPORTS

"Your Suspension Connection"
(714) 84-CYCLE
Huntington Beach, CA

AUTHORIZED WHITE Brothers SERVICE CENTER

BARTELS'

Send $3.00 for our 20 page Performance Products Catalog

4141 Lincoln Blvd. • Marina Del Rey • CA • 90292
TEL: (310)823-1112 FAX: (310)823-0889

## RDW GRAPHICS

*CHEST PROTECTOR NAME PLATES*
FENDER, SWINGARM & CUSTOM STICKERS FOR SHOPS OR CLUBS
CALL 916-677-8583

LAMSON 4

## WEB-CAM

*Performance Camshafts*
1815 Massachusetts Ave • Riverside, CA 92507 • 909/369-5144

## ALLREDY CANOPIES

(800) BUY-TENT

## 4-STROKE POWER

*MX, MINIS, VINTAGE, DUAL SPORT, & ATVs*
*MORE THAN THIRTY YEARS OF WINNING PERFORMANCE* POWROLL INC. (503) 382-6395

## RADIATOR REPAIR

*Twisted, Clogged or Leaking*
MX to STREET
FONTANA (909)822-8737
RADIATOR Service
17635 Arrow Blvd., Fontana, CA 92335

## FALL CYCLE Scene

OCT. 21-23
For Information Call: (904) 253-RACE
DAYTONA INTERNATIONAL SPEEDWAY

## THUNDER WERKS Racing

"EXTREME OFF ROAD PERFORMANCE SPECIALIST"
11311 Courtside • Victorville, CA
(619) 956-1078 FAX (619) 956-1584

- BILLET REAR MASTER CYLINDER RESERVOIRS
- ANODIZED SKID PLATES ALL MAKES
- TITANIUM BOLT KITS
- RACE PREPARATION
- FACTORY WORKS PARTS CONNECTION
- FULL MACHINE SHOP SERVICES
- CYLINDER PORTING SERVICE
- 20 YEARS EXPERIENCE

## AKTIVE REED SYSTEMS

THE NEW POWER IN REEDS

AKTIVE North America
411 Riverview Dr., Walnutport, PA 18088
Tel 610-760-9568 • Fax 760-9173

The Pro's Choice
## Copper Gaskets Unlimited

(602)993-2606
Quality gaskets for ANY make and model
Div. of Accutronix, Inc. 17660 N. 25th Ave., Phoenix, AZ 85023

## D.I.D®

*The World's #1 Motorcycle Chain*
Daido Kogyo, Tokyo, Japan FAX 011-81-033-808-1037

MAICO
Authorized Factory Dealership
## NORTHWEST MAICO & CZ

*"Vintage Racing Specialists"*
Large Inventory - Accessories - Vintage to Current
*New & Used Motorcycles & Parts* - **Buy • Sell • Trade**
19130 Klippel Road, Bend, OR 97701
**(503) 389-6112**

## Action Sport Cycles

MOTO GUZZI DUCATI
BIG RED MOTO
**305-587-7061**

## bimota

Bimota motorcycles are distributed and supported in North America by:
Moto Cycle 412.593.6208

## "GP Heroes"

New litho from James Crespinel
Artist signed & numbered - $75.
Artist signed & rider autographed - $225.
add $15 S/H, CA Res add 8.25% tax.
**(800) 597-7258**
Grand Prix Apparel & Accessories

# QUIK SHOP

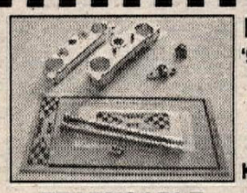
Tough case-hardened chromoly steel countershaft sprockets.

Light 7075 T-6 Works Triplestar rear sprockets.

Durable heat-treated high-carbon steel rear sprockets.

Used by top MX racers like John Dowd.

*Call or write for a free Sunstar catalog.*
*307 Paseo Tesoro • Walnut, CA 91789*
*(909) 598-9666*



**NEW KAWASAKI TRICKS FROM TERRYCABLE.**

**'94 KX 250 TRIPLE CLAMPS** Dramatically improves steering, front wheel traction and straight-line stability.
- Also available for '91, '92, & '93 KX 250s'.
- CNC machined from 7075 T651 Aircraft Alloy.
- 90 day money back guarantee.

$234.00

**KX 60 FORK KIT** Improved damping action for better handling.
- Fits all models '83 thru '94.
- Available in stock & extended travel

**KX FOOT PEG MOUNTS** Eliminate wear and sagging problems.
- Fabricated from 4130 alloy steel.
- Weld on & bolt on styles available.
- Fits KX 125, KX 250 & KX 500

**TERRYCABLE**
17376 Eucalyptus St.,
Hesperia, CA 92345
**(619) 244-9351**
**Outside CA**
**(800) 854-4691**

**The Choice of TEAM SUZUKI**

$49.95 Pair

**WORKS CONNECTION**
(916) 349-1450
Now available for XR600's most 80's and '95 Models
Skid Plates
Frame Guards
Seat Covers
Seat Foam
Footpeg Wideners
T-Shirts & More
8029 Prior Way, Sacramento, CA 95842

**MOTO GUZZI**
- FREE BROCHURES
- DEALER INFORMATION
- PARTS AVAILABILITY

**MOTO AMERICA**
**1-800-USA-MOTO**

**For Safety and Comfort, Top Racers the World Over Rely On**
*The Science of Safety*
**agv**
**(301) 695-5430**
For a Catalog or Info on Our Rider Support or Contingency Programs, Call or Write to Us.
5711 Industry Lane #38 • Frederick, MD 21701

Serving N.W. Florida
Southern GA
Southern Ala.
***Best Prices on 1995 KTMs***
**(904) 233-1391**
**(904) 234-1973**
**(904) 234-7642**

KTM MOTORCYCLES
*On Display 620 & 440 RXC*
*Motocross & Enduro Accessories*
**California Cycles KTM**
14996 Front Beach Rd.
Panama City Beach, FL 32413
(904) 233-7099 FAX

ATC/TRX300
PILOT 500
KXT/KXF300

**Klemm Research**
*2 Cycle Performance Specialists*
**BIG BORE POWER!**
909-272-8480

LT300
LT500
Blaster 240
Banshee 410
139 N. Maple
Suite G
Corona, CA 91720

**Donnie Hansen**
**MOTOCROSS ACADEMY**
Camps ♦ Schools ♦ Private Lessons
(916) 755-2799 / FAX (916) 751-7233

**FREE**
***Dunlop Motorcycle Full-Line Product Brochure***
Just send envelope with your complete address to:
Free Full-Line Product Brochure
Dunlop Motorcycle
PO Box 1109
Buffalo, NY 14240-1109

**FAIRING SCREEN GUSTAFSSON**
**"Your Most Complete Windscreen Source"**
Post Office Box 3567 St. Augustine, FL 32085-3567
904-824-2119 Tel./904-824-3443 Fax.

**COLORADO USED PARTS & ACCESSORIES COLORADO**
**Japanese bikes 70's & 80's**
**UPS Daily - MC & VISA**
**1-800-573-9495**
**Fax 303-242-9496**

**CALLING ALL RED RIDERS.**
If you ride a Honda, you're in. Members enjoy rallies, reap benefits and feel the pride of belonging to a special breed. (800) 847-4722 for info.
HONDA Rider's Club of America

**GERMAN MOTORCYCLE SHIELD IN YOUR PRESCRIPTION!**
Quick snap-change from gray to yellow to clear for all conditions. Rachet-hinge temples for perfect fit.
$139.00 + $5 S & H 1-800-870-5557
**OPTICUS INC.**
Gray shield included, other colors add $29 each.

**YOSHIMURA**
**The Precision • The Performance**
***THE POWER***
**(909) 628-4722 FAX (909) 591-2198**

**QUIK SHOP advertising makes dollars as well as sense.**

***Dual Sport Conversion Kits $385–$420***
Baja Designs
Kits for XR200-600, DR250-350, RMX250, Kawasaki KLX, 92-94 KTM LC4 and 92-94 Husky 4-Strokes.
High Performance Dual Sport Accessories
Tanks, DOT Tires, Stator Mods, XRL Diet Plan.
Info: (619) 792-0213 Fax: (619) 792-5398
Order Line: 1-800 422-5292 Send $2.00 for Catalog
11575 Sorrento Valley Road • Ste 219 • San Diego, CA 92121

World's Best-Selling Line of Premium Quality Motorcycle and ATV Lubricants.
BEL-RAY TOTAL PERFORMANCE LUBRICANTS
**P.O.Box 526, Farmingdale, NJ 07727**
**(908) 938-2421**

**( 2 1 6 ) 2 4 6 - 1 0 6 0**

**KTM MOTORCYCLES**

**( 6 1 9 ) 2 5 8 - 6 3 0 0**

Send $2.00 for our new 32 page catalog.
**MOOSE RACING**
**Heavyweight Flywheels**
**Enduro Suspension Mods**
**Off-Road Riding Accessories**
3911 Norwood Drive, Unit G
Littleton, CO 80125
1-800-MOOSE-IT

***Northwest Sleeve, Inc.***
**CYLINDER SERVICE**
**HANDCRAFTED CYLINDER LINERS**
**CNC Production & Custom Sleeves**
*— Race Proven Performance —*
Northwest Sleeve, Inc., 150-B NE
Victory, Gresham, OR 97030 **(503) 666-8430**

**PRO CIRCUIT**
*PIPES / MOTORS / SILENCERS / SUSPENSION*
*Catalog Available - Call for Information*
**(714) 993-5400**

CHAMPIONSHIP AMA CUP SERIES
**JOIN**
America's Premier Road Racing Association
**(704) 684-4297**

**WISECO PISTON**
***Call for your Free! Motorcycle/ATV/ Watercraft Piston Catalog***
***(216) 951-6600***
*7201 Industrial Park Blvd. Mentor, OH 44060*

**Honda Parts**
**Hayward Honda/Suzuki**
**Large Dirt & Street Inventory**
***UPS Daily***
**CR Support Dealer**
**HONDA**
Come ride with us.
**27955 Mission Blvd., Hayward, CA 94544 (510) 886-0644**

### '93 Ducati Superlight
Yellow, adult owned, many extras, like new condition, can ship. (610) 344-7378 All calls answered. PA. (346-49)

WANTED: 1990 YZ125 motor and radiators. (813) 722-4638. FL. (345-48)

### KX250 and 500 '94s
1994 KX 250 and 500. One ride on KX 500, 6 rides on KX 250. FMF pipe, Sparky, SA Proz, Renthals, etc. Senior rider retiring. KX 500 $4,000/obo. KX250 $3,850/obo. Day (714) 951-7645, eve (714) 587-1231. CA. (346-49)

### 0 Miles, Ducati 900SL
One of 300 yellow bikes made. Unassembled in original shipping crate. Stored in climatized office. Lucky investment opportunity. $14,000/or b.o. (617) 259-9591. MA. (146-48)

ATK 604 - ES/XC Woods Rotax great condition (505) 523-6588. NM. (345-48)

### Motocross Game X-mas Sale
Special $18.95 plus S&H. (208) 667-7905. WA. (145-48/P)

### ATK 1994 605ES
Dual purpose, 400 miles, Pro Comp, skid plate, Bark Busters, extra tires. $6,500. (510) 524-6620. CA. (346-49)

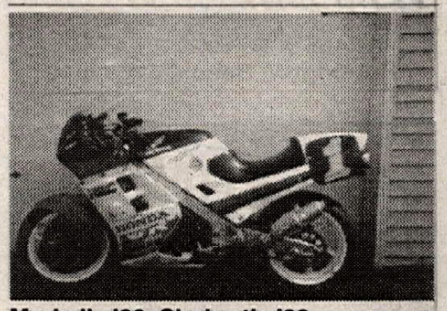
### RC45 Honda
#40 of 50. Still in the crate! Will ship anywhere! $27k. Call for deal. Camden Honda, San Jose, Calif. (408) 377-8780. CA. (346-49)

### '93 CBRF2 Fla. Region Winner
TBR Racing built, Supersport legal. Ohlins, factory, Sharkskinz, etc. Spares. $4,750/obo. (407) 724-5308, (407) 255-3345. FL. (346-48)

HONDA ST1100 accessories. New, half price. (414) 628-4053. WI. (346-48)

DUCATI M900 seat, stickers, shop manual, tools. New KTM parts. (414) 628-4053. WI. (346-48)

YAMAHA 500 ROAD RACER. Blown engine. Front disc, aluminum swingarm, Sun rims, lots of spares. (707) 446-2627. VA. (346-48)



### Merkel's '86, Shobert's '88
AMA Superbike Championship winner, HRC factory built VFR750, very trick. 35k. See Cycle World, Jan 1989, Brian after 5:00. (203) 749-3366. CT. (345-48/P)

### '94 F2 Complete Motor
Black and white rims, gauges, radiator, new and used tires. Tom (219) 456-4566. IN. (346-48)

### Matchless G80
1988 certified #3 for the U.S.A. American, new, unserviced, untitled. (207) 548-0313. ME. (346-48)

PARTING OUT 1989 KTM 250MX. (907) 274-5868. AK. (346-48)

### 1993 Ducati 900SL
1,000 miles, yellow, carbon exhaust, Stage II carb kit, 41T sprocket, as new. $9,200. (815) 728-1848. (346-49)

1986 VF500 INTERCEPTOR. Hurt motor, parting out complete bike. (518) 298-5207. NY. (346-49)

D'S LEATHERS. (419) 729-9639. OH. (316-15)

### Wanted RC30
Looking for new or near new RC30. Wanted to ad to my collection, prefer in original condition. (216) 572-9116. OH. (346-49)

### 14' Hi-Point Trailer
Excellent condition, $2,450/obo. (206) 922-9163. WA. (346-48)

### 1990 CR500R Motor
Full racing engine with carb and electrics. Too much to list. $950. (317) 539-5508. IN. (146-48)

STRAIGHT FORK ASSEMBLIES, CBR900RR GSXR750/1100, Katana 600/1100, FZR1000, invert and standard, ZX-7/ZX-9/ZX-10/ZX-11, FJ11/1200, FZR600. Gauges, headlights, radiators and rims for all above. (717) 975-2592. PA. (346-48)

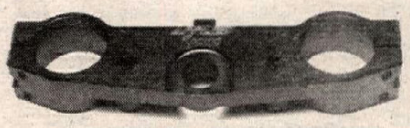
### Yamaha 1992 TZ250D
'94 updated 82 plus B.H.P. at rear wheel complete spares too many modifications to list. (305) 895-3848. FL. (346-48)

APPLIED

| | |
|---|---|
| TOP TRIPLE CLAMPS | $89.95 |
| BOTTOM CLAMPS | $98.95 |
| IGNITION COVERS | $69.95 |
| STANDARD OR PRO-TAPER BAR MOUNTS . . . | $49.00 |
| PRO-TAPER MTG. KIT | $129.95 |

Racing Products
PRECISION CNC MACHINED
7075 BILLET ALUMINUM PARTS

"WORKS"



1995 PRO-TAPER MOUNTING KITS
NOW AVAILABLE
1(800)853-0555

THIS SPACE AVAILABLE

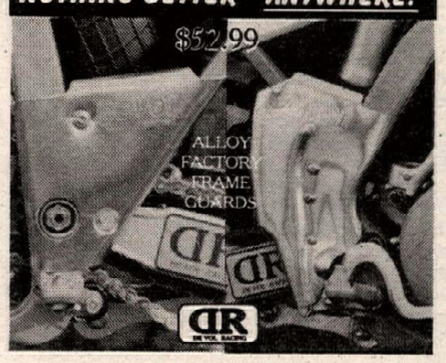
$0 DOWN. 9.9% A.P.R.
It's roomy. It's stylish. And with zero down/9.9% financing, this Katana 750 is really gonna move. Ditto for the RF900R and Intruder 800. Also ask your dealer about our first time buyers program and low down, low monthly financing on many models.
SUZUKI.
On selected models. With approved credit, 9.9% APR, maximum 48-month term. See participating dealers for details. Offers end 12/31/94.

PPS
PETTERSSON PRO SUSPENSION
OFF-ROAD • MX • STREET • ATV
SERVICE AND R & D BY
STIG PETTERSSON
featuring
MARZOCCHI
FORKS & SHOCKS
(714) 970-2423 FAX (714) 970-8530
817 Lakeview, Unit B • Placentia, CA 92670

MOTOCROSS
PENSKE
RACING SHOCKS
MOTOCROSS • ROAD RACE
ROAD RACE YZF 600 • CBR 900R
MOTOCROSS YZ • RM • KX • CR • KTM
#1 In Race Technology!
(610) 375-6180 PH • (610) 375-6190 FAX
ROAD RACE

AFAM
Sprockets • Chains • Bars
1995 Racer Support Programs, send resume
AFAM USA, 5953 Engineer
Huntington Beach, CA 92649

DEVOL
EXTREME RACING PRODUCTS
for your nearest dealer or orders only CALL
1-800-DEVOL99
for information: 206-735-2463
fax: 206-939-7243
NOTHING BETTER - ANYWHERE!




ENDURA
1-800-829-1233
Race Day Pack $5.95
SCHILLING MOTORCYCLE PRODUCTS
UPS DAILY-Dealers Wanted
KEV-CO BELTS From $39.95
MAXIMA Racing Lubricants
KEV-CO/STUBBS RACING
D.I.D Professional Race Chain Gold ERT
NEW Monster Bar
TORCO
"Blendzall"
ATV TRI-FOLD RAMP $96.95
FULL LINE OF TIRES-TUBE-BATTERIES-RAMPS FOR STREET-MX-ATV

AIRCONE INC
HIGH PERFORMANCE EXHAUST SYSTEMS
LAS VEGAS, NEV.
2 STROKE & 4 STROKE EXHAUST
cones, megaphones, silencers,
U-Bends, complete pipes. Call AIRCONE
(702) 566-1077
FAX (702) 566-0232
240 Elliott Rd., Henderson, NV 89015

LESS RIM MASS EQUALS FASTER ACCELERATION
PM Spun Aluminum Wheels For Most Sport Bikes
CHICANE
Send $4. for Catalog
Performance Machine, Inc.
PO Box 1739,15535 Garfield, Paramount, CA 90723 (310) 634-6532

Choice of '94 National Champions
Robbie Skaggs, Josh Sweat
Travis Pastrana
Pro Art Works
PRO ART WORKS
CUSTOM HELMET DESIGN
1746 Lerch Farm Court
Davidsonville, Maryland 21035
D.C. Metro: (301) 261-3714
Baltimore: (410) 793-3831

NUMBERS & BACKGROUNDS
ALL SIZES AND STYLES, CALL FOR A FREE BROCHURE. UPS DAILY, VISA & M.C.
1-815-334-0911
ZERO NINE

Flyin BRIAN MYERSCOUGH
Motocross School
Private & Group Lessons
(909) 794-7910 Mentone, CA

McGRAW INSURANCE SERVICES
California's largest writer of motorcycle insurance
800-828-3003

4013 Taylor Road
Loomis, CA 95650
MC CONCEPTS
Precision Machine Shop
Cylinder Boring & Sleeving
Brake Drums/Hubs Resurfaced & Repaired
UPS DAILY • Call (916) 652-4985 For Info

CHAPARRAL
YOUR MOTORCYCLE, WATERCRAFT & ATV DEALER
YAMAHA HONDA SUZUKI SEA-DOO
(909) 889-2761
Largest Selection of Parts & Accessories
889 W. Mill Street, San Bernardino, CA

ANDREWS
HONDA SUZUKI
YAMAHA Kawasaki SEA-DOO
Canfield, Ohio
(216) 533-2241
Salem, Ohio
(216) 332-8534

KENDA ICE TRACKER

• Calif & Ohio warehouses
• VISA M/C ACCEPTED
• SPECIAL RACER PRICES
• DEALER ORDERS WELCOME
• 7 AM–5PM Pacific Time (M-F)
• A&A ICE TIRE LINERS
• ORIGINAL GOLD ICE SCREWS
• KOLD KUTTER ICE SCREWS
800-551-7755
In Calif. 415-329-1236

REBUILTS
ROTORS Starting at $75
STATORS Starting at $65
6 Month Warranty
Phone answered 7 days
Precision Winding (812) 858-0038
7599 Jeremy Lane / Newburgh, IN 47630

ROTAX Racing Motorcycles
US Distributor for Rotax 4-Stroke Engines and Parts
Complete line of Dyno-tuned & track-tested perf. parts
ATK-KTM-Can-AM Owners
Our 4-stroke standard & race parts will fit your engines
Ron Wood Racing Products
755 W. 17th St. #D, Costa Mesa, CA 92627
(714) 645-0393

BEACH YAMAHA
Complete Inventory of Yamaha Parts and Accessories
Daily U.P.S. Shipping
Call (714) 536-7555
19721 Beach Blvd., Huntington Beach, CA 92648

STROKE IT!

2 STROKE100% ESTER SYNTHETIC premix oil for racing any 2 stroke engine
Dealer Inquiries Welcomed!
MOTUL USA
764-B Indigo Ct. • Pomona, CA 91767
909/625-1292
MOTUL MOTOR OIL

Bieffe
THE NO.1 NAME IN PROTECTION
FOR A FREE BROCHURE CONTACT:
6630-B PATTERSON PASS ROAD, LIVERMORE, CA 94550
(510) 606-1505

HUSABERG
MOTOR AB · SWEDEN
SANTA CRUZ
(408)476-6262

KAWASAKI TRIPLES: 1969/'70 Mach III 500s. 1972 750H2. 1976 KH500. Many parts. (619) 466-7298. CA. (148)

### 1994 KTM LC 400
Less than 10 hrs. Two sets of brake pads, two oil filters, Barkbusters. Must sell. $4,500. (615) 355-9403. TN. (148)

### Corbin Saddle FJ1200
Gun Fighter & Lady, black, as new, less than 200 miles. $175. Greg. (313) 453-8446. MI. (148)

YAMAHA ROADRACER 1980 TZ125G restored 110% fresh, ready for the track, or your collection. A season's worth of spares, brake upgrades, Nikasil cylinder, gearing, $1,995 firm. Call Peter, eves (415) 824-4897. CA. (148-49)

### Laverda RGS 1983
Street driven garage kept, 30k, $3,500/obo. (301) 371-4671. MD. (148-49)

PARTING OUT GSXR, Ninja motors, wheels, carbs, electrical front ends, swing arms, 250 Ninja frame, 750 Ninja frame, 900 Ninja frame, bodywork for GSXR Katana some Ninja. Please call, days (203) 562-9395. CT. (348-03)

### 1990 Honda RS125
'91 cartridge forks, pipe, ignition. Brembo caliper, spare set bodywork, bars, pegs, gearing, jetting, more. Very well cared for and reliable, will run with '94s. Race ready. $4,200. (415) 626-0292. CA.(148)

### 1994 KTM 440 MXC
Vet owned, too much to list, excellent condition, approx. 23 hours, too fast for me. $3,500 or best. (708) 868-0539. IL. (148/P)

GS1000 SUZUKI, vintage 5/6 ready. Mikuni 36mm radial slides, Dyna ignition, Works shocks, Progressive springs, Magnesium wheels, Spordon rotors, Lockheed calibers. Bike raced only two weekends. $2,500/obo. (703) 778-1171. VA. (148-49)

### Wanted Rotax/Sponden
250cc racebike. Complete or rolling chassis. (612) 445-3445. MN. (348-01)

### Yamaha RZ500
Only 7,500km, everything original, even tires, $3,995. (905) 427-2378. CAN. (348-49)

### Parting Out CBR600 Hurricane
1(800) 670-7780 UT. (348)

### '93 Ducati 907IE
Last year of Ducatis best sport cruiser. Absolutely immaculate, 3,000 miles, euro tail lights, chip, Staintune exhaust. $8,500. (310) 399-1226. CA. (148)

'93 KX125, low hours, never raced, Pro Circuit kit; $2,400. (619) 949-1021. CA. (348-50)

### 1992 Ducati 851
Mint condition, 3,000km, SP3 chip & airbox, K&N, W.P. shock, carbon mufflers, carbon F&R fenders, Kevlar lines, polished swingarm, rear sets Brembo G.L. master, new Metzelers, adult owned, maintained. Sac. $8,950/obo. (714) 646-6353 pgr, (714) 324-4784. CA. (448-50/EOI)

### Parting Out '91 FZR 1000
1(800) 670-7780. UT. (348)

### Ducati 888 Ltd #78
New, never registered, 150 miles, completely stock, no. 78 of 100. $13,000. (310) 399-1226. CA. (148)

### Parting Out '91 600 Katana
1(800) 670-7780. UT. (348)

### FZR400 Racebike
Cosworth motor, White Power shock, steering stabilizer, aluminum wheels, Yamaha kit parts. Very fast, $3,200. 1(800) 670-7780. UT. (348)

1990 YAMAHA TDR-250, Canadian 2-stroke, dual purpose, fresh Toomey rebuild. $3,950. (510) 462-3125. (348-49)

### Parting Out '91 ZX-6
1(800) 670-7780. UT. (348)

### '92 KTM 300 EXC
Perfect condition, senior owned with Barkbusters, Acerbis handguards, odometer, tall seat kit, 035 plastic muffler, Boyesen Superbowl, Bridgestone tires, extra sprockets, tires, cables and much more. $2,570. (419) 885-5929. OH. (348-49)

### '89 GSX1100 Katana Motor
15k miles. Motor only. (602) 942-7480. AZ. (346-48/EOI)

### '91 FZR 1000 Front End
With handlebars and axle. Great update for '89 or '90 FZR1000s. (602) 942-7480. AZ. (346-48/EOI)

1992 YAMAHA TZR-250 ST, full Sugo race kit, pipes, box, wiring harness, plus stock parts. $7,600. (510) 462-3125. CA. (348-49)

### FZR400 Superbike
National Champion winner two years in a ronw. Bimota front end. TZ 250 wheels. Fox shock. D&D pipe. $4,295. (404) 850-9225. GA. (348-49)

### '93 '94 ZX7-R OEM Plastic
39mm Keihin new flat slides $600, new plastic $850, front rear wheels $450, fairing stays new oil pumps clutch baskest rocker arms starters alternator, ZX7 sub frame seat, stock exhaust conn rods. (714) 957-8292. CA. (148-49)

FZR400 FRONT END $300, wheels with rotors $300, stock carbs $200, gas tank $50, radiator $150, swingarm $150, FZR600 engine $550. After 6:00 p.m. ask for Rob (513) 854-2171or (513) 268-8443. OH. (148-49)

FOR SALE semi-modified '92 PW50 $1,200. (716) 384-5526. NY. (148/P)

### Championship Winning Hawk
82mm pistons 12:1, ported, Megacycle cams, HRC black box, F2 front end, Works ultrasport shock, 2 Bros. close ratio tranny, winner light weight twins championship! Many extras!! $4,300/obo. Over $10,000 invested in this bike!! Sean (414) 628-3915. WI. (148-49)

CR250 COMPLETE REAR wheel. Excel, Braking, Renthal, 19", $275. (614) 387-1916. OH. (148)

### 1984 Yamaha RZ350 Parts
Parting out complete bike, rolling chassis $400, motor, low mileage $500, big carbs $100, Spec II chambers $150, CDI unit $150, dash and gauges $100. All body work including seat, fair condition, $150. Can ship U.P.S. Call days please ask for Nat (706) 632-8700. GA. (348)

MOTO MORINI Café '80 250 Twin, good condition. $1,000. (619) 754-2876. CA. (148)

### Ducati Sale
CR900 and E900 your choice $5,995, only 500 miles on both bikes. Ask Warren (800) 530-5746. MO. (348-50)

### Factory Kawasaki, New Husky
1994 Husqvarna 350WXC, great shape, stock, 40 hours, $4,500/obo. 1994 factory Kawasaki KX80 factory suspension, new factory motor, raced but well maintained, $2,400/obo. (916) 582-8081. CA. (348-50)

GSXR750 '91 cylinders $80, transmission $85, swingarm $100, alternator cams seats subframe electrics controls. "'89 crank shaft $100, cylinders $65, swingarm $50. Call Dave (914) 623-5446. NY. (348)

LEATHERS PREMIUM top grain goatskin 1.5mm ventilated, removable body armor; multi colors, $459, two piece $479. 1994 closeouts, one piece, solid white $359, limited sizes. Call for sizes and colors. (714) 786-4043. CA. (348)

### ★★Supersport★★Superbike★★
For sale 1994 Muzzy factory superbike race ready. All the good stuff $25,000 order your race or street parts now for the all new ZX-6R. Call Muzzys for more info. (503) 385-0706. OR. (248-01/P)

### '92 KX125
Ridden less than 10 times, Noleen motor, suspension, Renthals, new tires, Pro Circuit pipe, Sparki, showroom condition. (909) 677-9534. CA. (348)

XR750 H-D 1982 Lawwill frame. $6,000. (609) 478-6521. NJ. (147-48)

### 1987 Ford Extended 350 Van
460, P.S., P.B., A.C., C.C., tilt, FM cassette, captians chairs, rear seat/bed, enclosed rear section for bikes, H.D. towing and cooling. $7,500. (310) 371-3887. CA. (348)

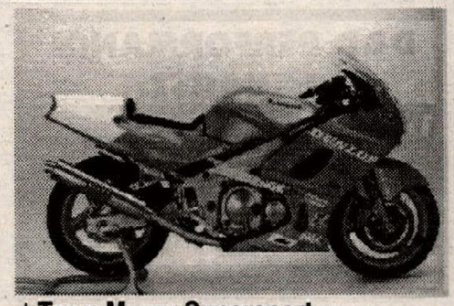
### Ice Racers Only!
Tire wraps: keep your studded tires sharp and dry. Puncture resistant black vinyl lined with padding. Snug fit guaranteed. $55 pair includes shipping. 1(800) 345-3670. MI. (148-02/P)

### Parting Out
'87-'94 CBR600/F2, '94 CBR900, '86-'93 GSXR750/1100, '89-'94 ZX-7, '88-'90 ZX-10, '92 ZX-11, '82/'92 FZR600, '88 FZR1000. Brian. (508) 993-4864. MA. (348-01)

### Wanted!
1995 KTM 620 RXC. Have cash. (801) 484-5374. UT. (348)

### 1986 GSXR750R Limited Edition
Clean original, Fox twin clicker, may consider part trade $6,500. Ask for Robert. Days (602) 253-1344, eves (602) 870-8730. AZ. (348-49)

### 1994 BMW R1100 RSA
10,000 miles, 27 months left on facotry warranty. $11,000, may consider part trade. Ask for Robert. Days (602) 253-1344, eves (602) 870-8730. AZ. (348-49)



### ★Team Muzzy Supersport
For sale 1994 ZX-6 $5,995. Race ready. (503) 385-0706. OR. (248-01/P)

### 1989 FZR 400
Race ready, one weekend on new engine, Fox, Progressive, D&D plus stock exhaust. $3,600. (717) 476-5564. PA. (348-50)

### '89 KLR650
2,400 miles, clean, $2,200. (312) 881-0428. IL. (348-49)

### YZF 600 1995!
Race and street parts. (203) 928-5496. CT. (048-49)

### Yamaha ★ BMW Puch ★ Tomos Parts
NLA, OBS, and slow moving inventory for sale, please call between 10 - 6 Monday thru Friday for parts list or prices. Ask for Todd (419) 332-9902. OH. (348-49)

## WANT AD BLANK

Cycle News, Want Ad Dept., P.O. Box 498, Long Beach, CA. 90801-0498

**310/427-7433**

**24 Hr. FAX Order Line (310) 427-6685**
(charge or Commercial open accounts only, please)

### WANT AD RATES
Prices Are For One Issue Only.
Run my ad in the special section:
_____Help Wanted
_____Position Wanted
_____Business Opportunities
_____Collectors (1974 or older)
_____General Merchandise
Black and white or color photos. No color slides.
(One Photo per ad-Printed image size limited to 1 1/2" high, 2 1/4" wide)

### ❑ COMMERCIAL/HELP WANTED
Per word.....$1.20
Headline in bold type.....$11 extra
Blind box Service Charge.....$6.00
Photo (no larger than 5x7) .....$17 extra

### ❑ PRIVATE PARTY
Per word.....$.50
Headline in bold type.....$5 extra
Photo (no larger than 5x7) .....$10 extra

A private party is someone selling his or her own item(s), or wishing to buy an item for personal use. Any ongoing activity may be regarded as a business and will be charged the commercial rate.

### WANT AD DEADLINE
**THURSDAY 5:00 p.m. P.T.** for next week's issue. No cancellations after deadline. Ads are accepted on a first-come, first-serve basis. Cycle News reserves the right to edit/abbreviate copy & bold headlines. Any discrepancies must be reported within one week of publication to receive any adjustment. Price advertising or specific reference to list price or cost on new, current year model motorcycles will not be accepted. Price advertising is allowed on pre-owned current models but they must be identified as used or previously registered.
Fill in the Visa/Mastercard Charge blank or send check or money order to Cycle News at above address.

CREDIT CARD LIMIT MINIMUM $5.00.

Signature _____

Expiration Date _____

Please run my ad in _____# of issues.

**PHOTOS RETURNED ONLY WITH SELF-ADDRESSED STAMPED ENVELOPE**
Print name, address and ad copy clearly.

Name _____

Address _____ City _____ State _____ Zip _____

**PRINT BOLD HEADLINE HERE** (Leave spaces)
Bold headlines do not count towards want ad word count. **PLEASE INCLUDE PUNCTUATION.**

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| 36 | 37 | 38 | 39 | 40 | 41 | 42 |
| 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 50 | 51 | 52 | 53 | 54 ( ) | | 55 |

**Cycle News is not responsible for illegible phone numbers or copy.** **Area Code/Phone No.** Phone # counts as one word.

**MSD IGNITION** THE COMPLETE IGNITION SOURCE

- COILS
- REV LIMITERS
- IGNITIONS
- HELI-CORE WIRES
- TIMING CONTROLS

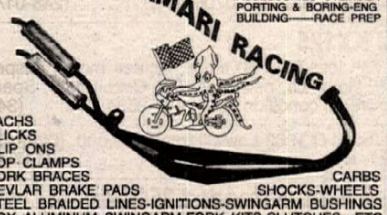
AUTOTRONIC CONTROLS CORPORATION
1490 HENRY BRENNAN DR., EL PASO, TX 79936
(915) 857-5200 / FAX (915) 857-3344

---

YSR RACING VIDEO
1 1/2 HOURS KNEE DRAGGING FUN
FREE CATALOG
CALL OR WRITE

**TEAM CALAMARI RACING**

YSR PARTS NEW & USED
ACCESSORIES—CYLINDER PORTING & BORING-ENG BUILDING——RACE PREP



TACHS
SLICKS
CLIP ONS
TOP CLAMPS
FORK BRACES — CARBS
KEVLAR BRAKE PADS — SHOCKS-WHEELS
STEEL BRAIDED LINES-IGNITIONS-SWINGARM BUSHINGS
BOX ALUMINUM SWINGARM-FORK KITS-CLUTCHES---ETC

97 SAN BENANCIO CYN RD
SALINAS CA 93908
408-484-1921 FAX:408-484-1956

---

**The Ultimate Enduro Bike**

CRE IMPORTS INC.
CRE Imports 303-465-2848
Manchester Honda CT 800-348-0070
Honda of Lubbock TX 806-793-2551

---

**MOTORCYCLE HOTLINE**
Washington State/ National
*24 Hours a Day • 7 Days a Week • Never a Busy Signal*
**1-900-443-5765**
MOTORCYCLES • PARTS • ACCESSORIES FOR SALE
**1-900-287-4560**
RIDES • RUNS • TRIPS • EVENTS • COMPETITIONS
*Calls are $1.98 per minute, maximum of 4 minutes. Must be 18.*

• *FREE ADVERTISING* •
*To advertise, send a brief description and your name, address, area code to:*
P.O. Box 1391, Graham, WA 98338
or call 1-206-846-1293 to place your ad. **RIDE SAFE!**

---

**D&D PERFORMANCE EXHAUST**
1-800-843-8961 Orders Only
1-817-831-4260 FAX
1-817-834-8961 Information
All Major Credit Cards Accepted
4 STROKE EXHAUST SYSTEMS

---

**HANSEN MOTORCYCLES**
Manitowoc, WI
DUCATI bimota
(414) 684-0237

---

**COMETIC**
*Call today for your FREE! Gasket Kit Catalog!*
(216) 974-1077
8767 East Ave., Mentor, OH 44060

---

**NEW! SUDCO SPORTBIKE EXHAUST SYSTEMS**

FOR RACING USE ONLY. NOT LEGAL FOR STREET USE IN CA.

Dyno tuned to produce significant performance gains on stock engines with standard carburetor jetting when equipped with our Street Alloy Silencer. The Competition Alloy or Carbon-Fiber Silencer provides even more significant overall power gains when tuned with the proper jetting or a racing carb system. See your local dealer or contact Sudco direct. Priced from $275

**CARBS**
MIKUNI RS SIDEDRAFT
34, 36, 38, 40 mm from $585
KEIHIN FCR DOWNDRAFT
33,35,37,39MM FROM $599

ORDERING (800) 998-3529 (213) 728-5407 FAX (213) 728-8060
SUDCO, 3014 Tanager Ave., Commerce, CA 90040

---

**MEGACYCLE CAMS**
THE COMPETITIVE EDGE IN CAM DESIGN
*Performance • Reliability • Service*

| | | |
|---|---|---|
| • HONDA | • DUCATI | • HUSQVARNA |
| • SUZUKI | • NORTON | • TRIUMPH/BSA |
| • YAMAHA | • LAVERDA | • ROTAX/CAN AM |
| • KAWASAKI | • MOTOGUZZI | • AER MACCHI |

NEW BILLET REPLACEMENT CAMS
HARDFACED CAMS AND ROCKER ARMS
MANUFACTURED NEEDLE BEARING CAMS
Complete Catalog and Decals — $3
90 Mitchell Blvd. • San Rafael, CA 94903
(415) 472-3195 FAX (415) 472-1497

---

**RIDE HAWAII**
Breathtaking scenery on the *Garden Island of Kauai.* Dual-Sport tours from 1 to 4 days on new Honda XR650Ls or Kawasaki KLR250s. We can accomodate ALL levels of riding. Must be 25 years or older with M/C license. Professionally run. Closed Sun., Mon.
Contact:
***Two Wheels Dual Sport Adventures***
1-800-896-1230
fax (808) 822-0267

---

ERIC JENSEN'S
1995 **ERIC'S** 1995
MOTORCYCLE CO.
KTM Husqvarna CAGIVA MAICO
And Now, the Fantastic New Swedish-Built HUSABERG ATK
TIME TO MAKE ROOM FOR THE 1995's
CALL FOR PRICES ON ALL '92's,'93's & '94's
NEED PARTS? UPS Daily
LOTS OF VINTAGE MECHANICAL PARTS.
Ohlins & White Power Experts-Suspension -Porting
Heliarc Welding-Precision Boring-Machine Shop
1361 E. Walnut St., Pasadena, CA 91106
(818) 449-ERIC

---

**PBI SPROCKETS**
*Made In The USA*
*Special Orders*
*Custom Applications*
*Personalized Service*
*WHOLESALE TO DEALERS*
**CYCLE CONCEPTS**
(805) 252-7819 FAX (805) 252-6319
*26841 Ruether Ave. Suite A Santa Clarita, CA 91351*

---

**W.E.R STEERING DAMPERS**
are used by Guy Cooper, Fred Andrews, Randy Hawkins, Kevin Hines, Steve Hatch, Rodney Smith, etc!
THE BEST!!
Complete Off Road/Enduro Suspension Services
Suspension Dyno Service • Bar Ends • Jack Stands
W.E.R. (908) 637-6385

---

**DUCATI PERFORMANCE**
*THE #1 SUPPLIER OF DUCATI OEM & RACING PARTS*
(215) 657-1276
*CALL FOR OUR NEW PRODUCT LISTING - FREE!*
**FAST BY FERRACCI**

---

**SHY Racing SUSPENSION**

- Personalized Suspension Modification & Service
- Quick Service – 3 Days (subject to parts availability)
- Performance Guarantee

RACETECH
WHITE BROTHERS Official Service Center
KYB Showa Ohlins WP

SLOAN'S HONDA YAMAHA SUZUKI
TOLL FREE 1-800-342-1681 (ext. 22)
TOLL FREE FAX 1-800-341-1681
(24 hours, 7 days a week)
2233 N.W. Broad St., Murfreesboro, TN 37129

---

**FMF SO CALIF**
- Gold Series™ Pipes & Power Core™ Silencers
- Ram Valve™ Reed Systems
- Complete Engine & Porting Facility
- Complete Suspension Service

*#1 in Performance Since 1973 ... Ask Guy Cooper*

Send or call for our 1994 catalog: ***FMF Racing***
25930 Belleporte Ave., Harbor City, CA 90710
Phone (310) 539-6884 • FAX (310) 539-6605

---

**Powerful!**

*When it comes to making power beyond the ordinary, nothing makes more reliable, engine-safe power than a nitrous kit from NOS. Proven gains of 30-50% more power. Easy installation. The most HP per dollar spent! Call or write today for our free booklet, "What you should know about Nitrous Oxide." Or, send $3 for our full-color master catalog.*
***Nitrous Oxide Systems, Inc.***
*5930 Lakeshore Dr., Dept. CN94*
*Cypress, CA 90630*
*(714) 821-0580*
*Tech Line (714) 821-0592 (Hours 8-12, 1-5 PST)*
NOS®

*Want Ad information - (310) 427-7433*

---

**$$ WHOLESALE PARTS $$**
Honda Kawasaki Suzuki
Arctic Cat Polaris
Motorcycles, Watercraft
ATV, Snowmobiles
*Non Franchised Dealers Welcome*
**SPORTLAND, INC.**
Oak Creek, WI
1-800-236-1530 (414) 764-2800

---

*Mid Cities* HONDA•KAWASAKI
One of California's Largest CR & KX Support Dealer
Complete Parts & Accessories
*UPS Daily - Fast Service*
310-531-1225 714-828-4080
Open Weekdays 9-7 Saturday 9-5

---

LIGHT WHEELS **MARVIC®**
MILE HI MOTORSPORTS
- We handle MARVIC five spoke Penta racing wheels to fit most brands.
- Complete road race engine building and machine shop.

6367 Arapahoe A-4, Boulder, CO 80303
Phone (303) 449-5692 FAX (303) 449-3085

---

**Increase your Performance with Liquid Horsepower®**

*Fuel Additive for use with all gasolines*
Call 1-800-LHP-POWR

---

**LIGHTWEIGHT PRODUCTS**
**TITANIUM**
AXLES • BOLTS • BARS
LARGE SELECTION - Call or Send For Price List
205 W. Central Ave., Unit B, Monrovia, CA 91016
Ph. (818) 357-2722 FAX (818) 359-8730

---

**SUPERBIKE MIKE** STREET RACERS
-20 BHP Improvement- with our **Stage 1** porting
**Exchange** or 1 Wk Turnaround

**Complete Street Motors Available**

| | | | | | |
|---|---|---|---|---|---|
| GSXR 1100 | 1340cc | 225hp | ZX-11 | 1267cc | 202hp |
| | 1277 | 208 | | 1166 | 187 |
| | 1186 | 189 | | 1109 | 168 |
| | 1127 | 160 | CBR 1000 | 1165 | 175 |
| FZR 1000 | 1040 | 171 | | 1266 | 195 |
| | 1125 | 189 | FJ 1200 | 1250 | 178 |
| V-Max | 1260 | 175 | | 1313 | 192 |
| | 1357s | 193 | GS 1150 | 1500 | 218 |

All motors are **Dyno Tested** on our Superflow 901C and are **Street Legal**, everyday rideable and **Pushbutton Start.** Also available in **Kit Form.**
**SUPERBIKE MIKE,** Ft. Lauderdale, FL 33309
(305) 484-6969 FAX (305) 484-6980

---

Al Baker's **XR's ONLY**

Engine rebuilding
Suspension tuning
World's largest Honda XR Parts warehouse
*(619)244-2626*
*AL BAKER'S XR's Only • (800)421-1478*
6944 E. Santa Fe Ave. • Hesperia, CA 92345
Catalog & Newsletter Subscription - Only $5.00

---

**MAGNUM DISTRIBUTION, INC.**
#1 EAST COAST DISTRIBUTORS!!!
*FMF - DG - PRO CIRCUIT - RENTHAL - RK*
*SINISALO - ONEAL - SCOTT - EBC - AFAM*
*MAXIMA - MOTUL - BOYESEN - DICO - ITP*
*DUNLOP - BELL - GATORZ AND MORE!!!*
*WHOLESALE TO DEALERS*
*ORDER LINE 800-783-5859*
*MAGNUM DEALERS SAVE $$$*

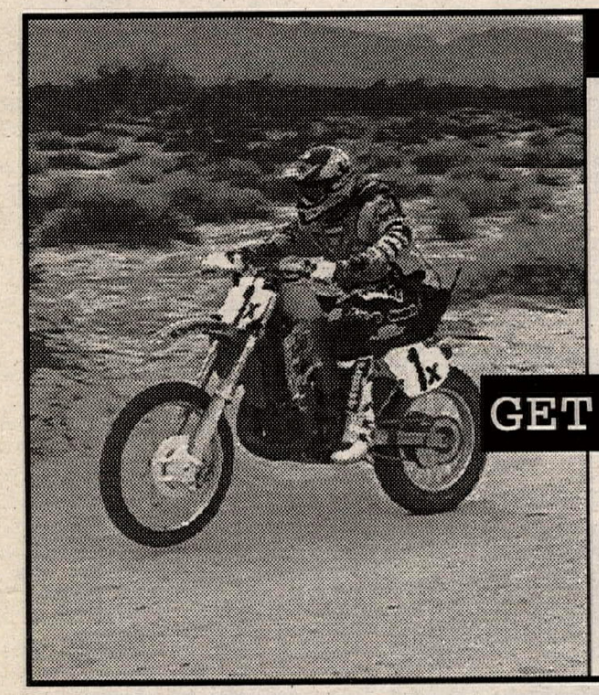
---

**HOT**
. . . HUNDREDS OF THE HOTTEST MOTORCYCLE STICKER DESIGNS!
SEND $5.00 TODAY FOR OUR LATEST FULL COLOR CATALOG AND $5.00 GIFT CERTIFICATE REDEEMABLE WITH YOUR FIRST STICKER PURCHASE.
Stickerpoint USA, INC.
SEND TO: 151 FAIRCHILD AVE. PLAINVIEW, NY 11803

---

GARY #1 BAILEY
IMPROVE YOUR STYLE
VIDEO'S / MX SCHOOL
P.O. BOX 130 AXTON, VA 24054
(703) 650-1759 • FAX: (703) 650-2120

# QUIK SHOP

**Baja 1000 1994**

*Uni went for a ride with Danny, Larry, and Ty in Mexico. They entered this local race and they won the darn thing! They even call themselves "Team Green"...those guys are always kiddin'!*

**GET SERIOUS!**

Careful preparation and Uni Filters...win!

UNI FILTER

Air Filters for the Serious Rider.



**Enduro**

ProComp

Enduro's most powerful & reliable comparator has a low price of only $249.95 for the entire system, including our VHS video on how to win enduros.

**AutoCal** Our proven electronic odometer is just $149.95

**Pro 3** Pro 3 displays the "should be" mileage for comparision to your odo. Also $149.95

**Instrument Guards**

Machined from solid aluminum billet, the single guard for one ICO instrument is $49.95 while the double for 2 is $79.95.

*The experienced leader building reliable enduro instruments.*

ICO Racing 1-800-331-0470

Tech (504) 882-3107 FAX (504) 882-7700

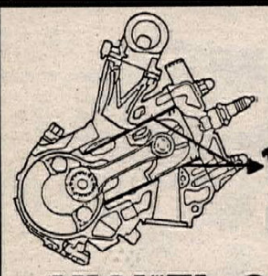
*Start and finish at the front with WORKS A/T Steelers.*

*The winningest shocks in Baja. Models to fit most ATVs, riders and budgets.*

WORKS PERFORMANCE

Orders (818) 701-1010 Visa, MC UPS C.O.D





7932 Armour Street, San Diego, CA 92111
Phone (619) 560-7139 • Fax (619) 560-7036
Toll Free 1 (800) 645-2745 (CA only)

Cylinder Reconditioning Our Speciality!

BEST: PRICES, QUALITY

GENUINE NICKEL SILICON CARBIDE

Not Chrome
Not A Sleeve
Just the right stuff in the right place!

SAN DIEGO



CHAMPIONS CHOOSE Arai HELMETS

For an Arai Literature/Decal Pak, including our latest brochure, send $3.00 in cash or stamps ($4.00 outside U.S.) to: Arai Helmets, Ltd., Dept. N94, P.O. Box 9485, Daytona, FL 32120.



Cycle Recyclers
1-800-356-4735
CALL US FIRST
Largest Selection Of Used Parts In Northern California
Free Parts Locating Service
We Ship UPS Daily
Visa & Mastercard Accepted
Free Shipping in California When You Mention This Ad
Cycle Recyclers
1538 Park Ave., Chico CA 95928



**MICHELIN**

BECAUSE SO MUCH IS RIDING ON YOUR TIRES.®

**OFF-ROAD**

SEE YOUR MICHELIN PREFERRED TIRE DEALER OR CALL 803/458-6053 FOR INFORMATION

Michelin Cycle Dept.
PO Box 19001, Greenville, SC 29602

Holliday Canopies

Silver Canopy Kits

Reflects Heat
Easy Set Up

10x10 $94 10x20 $129
10x16 $119 12x20 $139

NEW!

Mastercard, Visa and C.O.D. accepted

(800) 788-3969



(800) MORONEY'S FAST HOG

HARLEY-DAVIDSON RACING

For all your Genuine Parts, Accessories and Motorclothes call 1-800-FAST-HOG for a free catalog
UPS & Same Day Service

813-817 Union Avenue
Newburgh, NY 12550
Fax (914) 564-5405

Mention this ad and receive 10% off first order
RACER DISCOUNT
883 & XR750 Racing Parts In Stock
Call for Screaming Eagle catalog



"THE CHAMPIONS CHOICE"

MXC seats · graphics

805-257-3361



"Blendzall"®

PREMIUM RACING OILS

310 S. 1st St., Martins Ferry, OH 43935 (614) 633-1333



SUSPENSION SERVICE

• Race Proven Revalving •
Oil Changes • Seal Replacement
Springs • Shaft Rechroming

TRAVEL LAB

CALL US FIRST. West Mifflin, PA 15122

Quick Turnaround 412 461-0589



ATK MCC

Motor Cycle Center, Inc.
518 W. St. Charles Rd.
Villa Park, IL 60181
708-782-2010
FAX 708-782-2015

DUCATI

KTM MOTORCYCLES

Husqvarna



LE RACE SUSPENSION
(408) 371-6151
(FAX) 371-4915
LINDEMANN ENGINEERING



Fremont Cycle Salvage

USED PARTS

*New Accessories At Discount Prices*

UPS Daily

1-800-424-5588



GEORGIA DEALER

CYCLE SPECIALTIES OF ATHENS - Ducati, Cagiva, Laverda, Moto-Guzzi & Moto Morini sales and service. Michelin & Pirelli tires. Southeast's largest parts inventory - same day UPS service. Mon-Fri 9am-6pm; Sat 10am-2pm. 260 Commerce Blvd., Bogart, GA 30622. (706) 543-0235.



MOTORCYCLE CRATING

*SHIPPING FROM LOS ANGELES ANYWHERE USA OR OVERSEAS*

D & D M/C SERVICE
Torrance, CA
(310) 530-5634



PJ1 RACING OILS PLUS®

Customer Service (602) 991-8002



WILD Sport

Orders: (800) 831-3029


### RZ500 Parts
Parting out RZ500s. Engines, hop up and new parts also available. Engine rebuild kits. (302) 368-7102 after 5:00 p.m. and weekends until 10:00 p.m. Eastern time. (347-01)

### "95" Pro-Am Riders
1990 250cc champion Yamaha. Fresh engine. Powder coated. Wide triple clamps. Buy it or follow it. $3,500. (317) 653-8687. IN. (347-48)

1994 SUZUKI RF900, tinted windscreen, Yoshimura exhaust; 2k miles, $7,000. (813) 287-2740 ext. 7260. FL. (347-50)

### '83 750 Interceptor Parts
Motor $250; wheels including discs $50 each; radiators, $25 each; miscellaneous other available. (702) 626-5501. NV. (347-48)

### Pro Cycle Sports KTM
In stock new 1995 620RXC, 125EXC, 250EXC, full service dealer, St. George, Utah. (801) 673-2444. UT. (347-49)

### DS 80 Suzuki
1985 excellent shape, rarely ridden, great for young rider. Call after 7:00 p.m. $500. (213) 258-5001. CA. (347-48)

KUSHITANI ROAD RACE leathers, red, white, size 42, 5'8"-6'0", 145-160lbs. Worn once $800. (909) 596-6409. CA. (347-48)

### 1975 Kawasaki Z-1 900
Frame off restoration, original pipes. All new NOS parts, extra custom painted tank, tail section, side covers, collector quality. $4,900/obo. (602) 747-4626. AZ. (347-48)

1992 CBRF2, only 2,500 miles, perfect condition, one owner, with extras, black and purple; $4,950. (707) 446-6426. CA. (347-48)

### 2 '94 YZ125s
1 FMF motor and suspension $2,350. 1 stock motor and FMF suspension $2,150. Both have two months on engine. Suspension and transmission rebuilds. Frame mods. Very clean and fast. (714) 978-9889, (619) 948-1261. CA. (347-48)

1993 KTM 250 E/XC. Low hours. Ridden only 12 times. Extras. $2,900/obo. (205) 870-3002. AL. (347-49)

### 1990 BMW K75S
12,000 miles, red, very good condition. $4,900. Koup's Kawasaki/Ducati, Harrisburg, PA. (717) 939-7182. PA. (247-48)

### Wanted TZR250 - TZ & RS Parts
Need everything for late model TZR250, also TZ and RS wheels wanted. Reasonably priced. Please leave message. (714) 744-1534. CA. (347-49)

### '92-'93 GSXR Parts
'92 750 forks. '93 1100 swingarm, brake, shock, linkage, excellent condition, priced to sell. (317) 539-5508. IN. (147-49)

LAVERDA 750 SF-3. Red, with "zero" miles, perfect condition and never started. This version made only one year "1976". $12,500 or best offer. Call after 7 pm. phone (909) 677-7234. CA. (347-49)

MAGNI 750 MV INVENTORY. All new and in excellent condition, includes chain conversions, swing arms, cylinder piston kit, ...also full fairings and the mounting hardware kits for each. "EPM" mag wheels, both front and rear aluminum gas tanks, complete frame kit. $20,000 or best offer, possible Italian trades considered. Call after 7 p.m. PST phone (909) 677-7234. CA. (347-49)

### '93 KTM LC4 400 4-Stroke
Excellent condition. $2,900. (916) 673-6509 eve, (916) 671-4635. CA. (347-48)

### 1995 Ducati E900's
In stock for immediate delivery at unbelievable low-low prices. Koup's Kawasaki/Ducati, Harrisburg, PA. (717) 939-7182. PA. (247-48)

### 1993 Ducati 888 SPO
As new, 650 mi. Termigoni carbon fiber pipes, fuel chip, K&N filter. Buy the best for only $12,500 or b.o. (603) 429-2136. NH. (347-48)

600F2, 900RR, NT650, cosmetics, suspension and much more. (714) 545-6211. CA. (347-49)

### Parting Out '94 CBR-F2
Frame with good title $1,400. Motor with electrics & carbs $1,400. Also wheels, forks, etc. (501) 257-3238. AR. (347-48)

### Parting ZX-FZR-CBR
ZX11C rims, swingarm, plastic, brakes, other misc. D complete front end. '89 FZR1000 frame, swing arm w/ shock, brake $1,000. Front end complete w/ rim, calipers, $650; tank $125. F2 forks, rad., brakes, etc. FZR 6/1 plastic, exhausts. (218) 846-1474. MN. (347-48)

### Gag Gas 1993 GT25T Trials
Excellent, excellent condition, good for beginner trials rider. Inquire for photos. Will ship anywhere. Chicago. $3,700. (708) 437-0671. IL. (347-48)

'93 CBR600 ENGINE complete, $700 2,500 miles; radiator $100, swingarm and linkage $100, lower plastic $50 per side, stock rear sets $50 per side, frame $400 etc. Also '93 CBR600 complete bike, 3,500 miles, $3,700. (201) 857-2240. NJ. (347-48)

### 1994 CR250 Old Timer Owned
Excellent condition, stock except Too Tech suspension, no desert riding, $3,300. (310) 371-3887. CA. (347-48)

### Parting Out 2 '93 F2s
Slight cosmetic damage only. (806) 376-5919, (806) 374-7400. TX. (347-50)

# Spectro Oils of America Congratulates These Team Spectro Riders. Thanks for Choosing Spectro!

**Jason Fletcher** - *1st. Place,*
883 Dirt Track Features, Duquoin, IL
Parkersburg, WV & Mechanicsville, PA

**Kevin Hines** - *1st. O/A,* A.M.A.
National Enduros, Coalinga, CA
Wrentham, MA & Rose City, MI

**Pascal Picotte**
*1st. Place, A.M.A.* Superbike Nationals
Laguna Seca, CA & Elkhart Lake, WI

**Aaron Yates**
*1st. Place,* 883 Twinsports
Laconia, NH; Sonoma, CA; Braselton, GA

**Troy Corser**
1994 AMA Superbike Champion

**John Dowd**
*2nd. Place,* 1994 A.M.A. 250
Moto-Cross Championship

**Spectro Delivers the Performance and Reliability to Get You to the Winner's Circle.**

---


CarbonTech
CARBON FIBER REED PETALS
- Different stiffnesses available
- Quicker throttle response
- Bolt on horsepower
- Long life

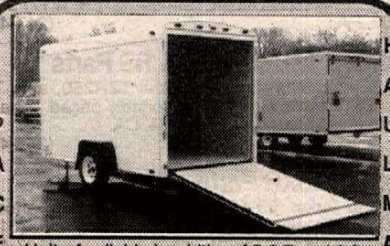
PHONE 1-800
FAX 776-4089
61 Caddy Circle
South San Francisco
CA 94080

Gary Bailey's Lever Pivot moves with you as you ride, providing better positioning and leverage. It is designed to relieve wrist tension which is caused when you bend your wrists backwards while negotiating obstacles with your fingers on your levers. You'll feel the difference.
ANSWER PRODUCTS, INC.
27460 AVE SCOTT • VALENCIA, CA 91355
800-840-3040 • FAX (805) 257-5841

PLASTIC GAS TANKS

NEW for '93!
XT600 4.1 gallon
XT350 4 gallon
*61 Styles of Plastic Gas Tanks For Two, Three, & Four Wheelers*
Priced from $71.50 to $115.00 plus postage
CLARKE
Clarke Manufacturing Co.
(503) 829-2156

29032 S. Salo Rd.,
Mulino, OR 97042

PACE HAULMARK

Units Available in widths of 5,6,7 and 8 ft.
800-348-8541
MSI
2405 Cassopolis St., Elkhart, IN 46514
*(1 mile south of exit 92 off of 80/90)*

REGINA CHAIN
75 YEARS AND OVER 160 WORLD CHAMPIONSHIPS
PERFORMANCE IS A CHAIN REACTION
P.O. Box 469, Waukesha, WI 53187 (414) 521-1998

FAST COMPANY
CARBON FIBER COMPONENTS FOR STREET AND TRACK
Phone: (704) 327-2644
Fax: (704) 327-4720

Rancho Motorcycle Dismantling
"If We Don't Have It, We'll Find It!" LATE MODEL SALVAGE
Used Parts: Most Priced at 50% of New
3559 Recycle Rd. Rancho Cordova, CA. 95742
UPS Daily
1(800) 49-4CYCLE FAX (916) 631-9405
VISA MasterCard Accepted

Grand Prix THE SPIRIT OF RACING
THE WINNING CHOICE IN TEAM APPAREL
Call for a free catalog.
(800) 597-7258
Grand Prix Apparel & Accessories

USED PARTS
ALLSPORT
MOST MAKES MOST MODELS
STREET BIKES - DIRT BIKES - ATV'S
*The Right Parts at the Right Price*
VISA • MC • UPS • COD
MOTORCYCLE SALVAGE
Call
1-800-359-4884
E. 17809 APPLEWAY • GREENACRES, WA 99016

POWER INCORPORATED
EXPANSION CHAMBER DESIGN & MFG.
414-924-3060

ALL STAINLESS EXHAUST SYSTEMS
STAINTUNE
FOR ALL BMW MOTORCYCLES
800 • 782-4686 (STAIN-TN)
DEALER INQUIRIES AND CUSTOMER SERVICE

FACTORY CONNECTION
SUSPENSION TUNING FOR THE SERIOUS RIDER
Mike McAndrews, Retired Factory Mechanic
with Over 10 Years Of Racing & Suspension Experience
Offers: Personalized Services On All Brands
Complete Range Of Shock & Fork Revalving & Service
24-48 Hour Turnaround • UPS Daily
10 Crossroads Industrial Park
Rochester, NH 03868
VISA MasterCard
(800) 221-7560

MICRON
Performance Exhaust Fabrication
Decisively Superior Horsepower
(708) 963-5200

NOTHING TOPS MAXIMA. NOTHING!
MAXIMA Racing Oil USA
9266 ABRAHAM WAY, SANTEE, CA 92071 • (619) 449-5000

TRI-R DISTRIBUTING
Midwest's Largest Distributor
KOLD KUTTER FERODO SPECTRO
Wholesale to Dealers Only
(800) 747-6457

BMW
FOR THE WORLD AHEAD.
©1993 BMW of North America Inc. The BMW trademark and logo are registered

FAST TIMES
PERFORMANCE PARTS
Accessories and gear for MX/Dirt bikes, Quads, watercraft and Snowmobiles at
DISCOUNT PRICES
69321 Main Street, Richmond, Michigan
810-727-4088
1-800-858-FAST

YOKO for moto
HAP JONES
THE YOKO CONNECTION
408-383-7973

AVON
The Performance Tire
Contingency & Technical Information
(800) 624-7470

MTEG Supercross
INFORMATION
1-800-795-7708
Mickey Thompson Entertainment Group

DO YOU TRAIN?
Ricky Graham, Jim Filice and Rich Oliver do on Engines Only Bikes!
THE FOUR STROKE SINGLE SPECIALISTS
120cc XR 100 Kits: Bolt on Power!
Engine Assemblies • Oil Coolers • Exhaust Systems
Complete '94 XR120 Bikes Available
FREE CATALOG (408) 371-6871 UPS Daily
165 Cristich Lane • Campbell, CA 95008

Z RACING
KTM ATK HONDA
Motorcycles • Stock Parts
Pipes • Porting
Radiator Guards • Skid Plates
W.P. Suspension Set Up For You
*We Ship to You Daily • Let us help you*
2350 Orangethorpe, Anaheim, CA 92806
(714) 449-1271 FAX (714) 449-1374

Stabilizer

Reduce Fatigue
Reduce Headshake,
Now Fully Adjustable
$285.00 + S/H
For more information, call:
GP STABILIZER
17320-C Eucalyptus, Bldg. C-2
Hesperia, CA 92345
Phone/Fax (619) 948-4545

# QUIK SHOP


**SPORT PARTS FOR SPORT BIKES AND SPORTSTERS**

- RACING PARTS FOR TWIN SPORTS 883
- G.C.B. STEERING DAMPER KITS
- CERIANI SUSPENSION COMPONENTS
- GRIMECA DISC BRAKE PARTS

36-Page Color Catalog $4.00

storz Performance Inc. 239 S. Olive St. (Dept. CNJ), Ventura, CA 93001, Tel. (805) 641-9540 VISA MasterCard

**MICHELIN**

ROAD RACE TIRES

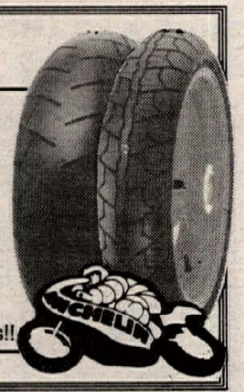
Slicks, Rains & Intermediates
250cc to 1000cc
Many Compounds

Walt Schaefer Cycle Supply
370 Williamsburg Rd.
Altoona, AL 35952
205/538-5906

FAX Line
205/570-0436

- 16-INCH FRONT SLICKS AVAILABLE NOW!!
- Michelin Sweeps Top Three in Isle of man TT/Formula One
- Michelin continues to Dominate 500cc GPs
- TX23H Now Available

13 New GP Slicks for '94!! New Hi-Sport Radials!!



Michelin Street Tire Distributor

ACCEL AMERICAN MOTORCYCLE INSTITUTE AMI INC. DAYTONA BEACH, FLA. MIC AMA PROFESSIONAL MEMBER

Founded 1972

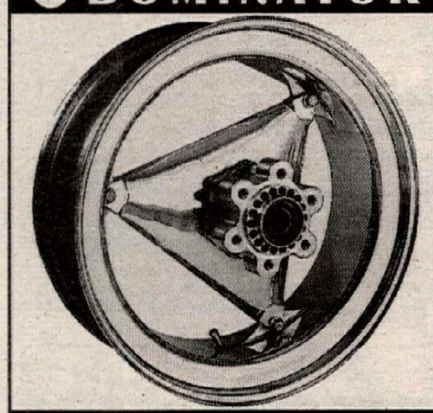
Get a GREAT START with AMI
Become a Motorcycle Mechanic
AMI HAS IT ALL !!

- Highly Technical
- Close Supervision
- Placement Assistance
- Financial Assistance

SPECIALIZED COURSES
HARLEY-DAVIDSON
HONDA • KAWASAKI
SUZUKI • YAMAHA • BMW

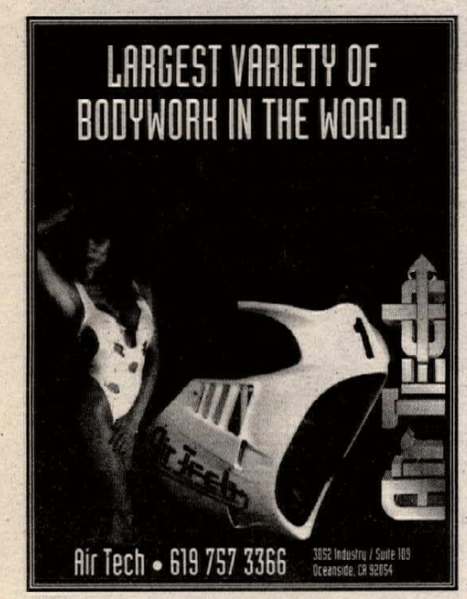
AMERICAN MOTORCYCLE INSTITUTE
3042 W. Int'l Speedway Blvd.
Daytona Beach, FL 32124
1½ miles West of Speedway
CALL TOLL FREE 1-800-874-0645
Other Divisions: American Watercraft Institute
American Marine Institute

**DOMINATOR**



*"The lightest, fastest and most distinctive wheel in the test..."*
Copyright MOTORCYCLIST Magazine, May, 1993 Issue
(503) 471-4353

LARGEST VARIETY OF BODYWORK IN THE WORLD



Air Tech • 619 757 3366 3852 Industry / Suite 103 Oceanside, CA 92054

**PIPE REPAIR $35**
IF WE CAN'T FIX IT, WE REPLACE IT!
GUARANTEED!*
ACCEPT NO IMITATIONS. WE ARE THE ORIGINAL AND BEST!

THE DUKE OF DENT
ONE DAY TURN AROUND
THE MOST EXPERIENCD REPAIRER OF DENTED & MASHED PIPES & EXPANSION CHAMBERS ON EARTH!
OUR ONLY SPECIALTY SINCE 1985
OVER 15,00 REPAIRED!
NEW & USED PIPES
BUY-SELL-TRADE
UPS DAILY
VISA-M/C-COD
*RESTRICTIONS APPLY
FLP COMPANY
FINISH LINE PRODUCTS CO.

SERVING ALL 50 STATES & CANADA
800-843-8745
CALL FOR SERVICE & SHIPPING INFORMATION

**Moto Liberty**
HRC HONDA RS125 SALES & PARTS
AMA 125GP EXHIBITION SERIES INFO
*"The Roadrace Superstore"*
These fine products available UPS/COD
• Body by Northstar • Micron • NGK • Held Gloves • Shoei • Barnett
Zero Gravity Windscreen • SBS • Silkolene • Dyno Tuning • Bridgestone • Ducati Motorcycles •
MOTORCYCLE TOP FASHION LEADER NANKAI FOR GOOD MOTORCYCLE LIFE
Everything you need for your race program!
1740 S. I-35, Ste. 116, Carrollton, TX (214) 242-6440

**FALICON**
WORLD CLASS CRANKWORK AND RELATED COMPONENTS
(813) 797-2468

Exclusive Importer of Ohlins Products — Send $3.00 for Catalog & Stickers
NOLEEN Racing
ÖHLINS

Noleen Racing
16276 Koala Road
Adelanto, CA 92301
(619) 246-5000
Fax (619) 246-5001

(205) 852-1101
AMA PROSTAR MOTORCYCLE Drag Racing
P.O. Box 18039, Huntsville, AL 35804

**HODAKA - BMW PARTS**
*New and Used, Crank Rebuilding*
*Cylinders, Boring & Porting*
Ship UPS Daily
HODAKA
Heid's Hodaka - BMW
53 Garnet Lake Road
Johnsburg, NY 12843
(518) 251-2110

DUCATI CAGIVA Husqvarna
NORTH AMERICA, INC.
237 W. Parkway, Pompton Plains, NJ 07444
(201) 839-2600
Distributors of DUCATI and HUSQVARNA Motorcycles

BT EAST COAST MOTOCROSS Racing
RACE TECH
9571 Route 30
Irwin, PA 15642
Genuine Honda Kawasaki Parts and Accessories In Stock
Suspension Center
Call for Fast, Quality Service
UPS twice daily
1-800-899-2869

**HALL'S HUSQVARNA**
Husqvarna CAGIVA
Large Inventory
25 Years In The Dirt
3755 North Dirkson Parkway, Springfield, IL 62707
(217) 528-0542 (217) 528-8356
UPS DAILY
Hours Tue/Fri 9-7 Wed/Thur 9-6, Sat 9-5

MIDWEST RACING ASSOCIATION
Michigan, Ohio & Ontario
MRA Midwest Racing Association
Racing Every Friday, Saturday & Sunday
Open riding every Wednesday
Call 313-289-2100

DON'T BE A TURKEY!
HEAD TO FLORIDA FOR THANKSGIVING...
ITS THE 1994 OLYMPICS
For Info Contact: World Sports P.O. Box 7698 St. Pete, FL 33734 (813) 894 0439

Tony D. MOTOCROSS SCHOOLS
616 Mulberry Lane, Edgewood, MD 21040
(410) 676-8234

The Knowledge To Win
**ROCKET REX RACING**
MOTORCYCLES • ATV'S • WATERCRAFT
DESERT • MOTOCROSS
Complete Race Ready Prep Bikes & ATV's
Engine Porting & Rebuilding
Suspension Modification
Welding & Fabrication
MX-Schools
Personal Watercraft Performance
10001 Choiceana Ave. Hesperia, CA 92345
Rocket Rex Staten 619-949-4193

**DENNIS KIRK.**
FREE CATALOG!
CYCLE PARTS, ATV, & SNOWMOBILE ACCES.
800-328-9280

**TOO TECH SUSPENSION**
Honda CR suspension since 1982
*Guaranteed Shock & Fork Valving & Service*
*'95 Suspension Modifications Available*
REASONABLE PRICES • RICK JOHNSON
19333 Sturgess Dr. • Torrance, CA 90503
310-371-3887


### RZV 500R 1985 Yamaha

Very rare 500cc 2-stroke. 8,500 miles, Toomey pipes, new tires. Never raced. CA. registerred, very clean, mint condition. Serious inquiries only. $17,500. (909) 597-3356. CA. (347-48)

### GP & Superbike 1995 Calendars

Stunning quality from Germany. A money back guaranteed masterpiece of motorcycle racing photography - a vivid photo essay of the 1994 GP & Superbike seasons. Send $15.95 US net ea. to : Concepts International, 8664 Spicewood Springs, Suite B-550, Austin, TX 78759. TX. (246-01/P)

### 1990 Kawasaki ZX-7

Frame and motor only $2,000. (800) 424-5588. CA. (247-48)

### 1994 CBR600F2 Roadracer

National championship caliber roadracer. Ridden by 600 Supersport National #16. Best of everything, Micron pipe, Autometer tachometer, Lindemann suspension, very fast and ready to race. $6,500/obo. Joe (714) 495-1238. CA. (147-48)

### Almost New 1995 CR250

Never ridden in the dirt. Used for R&D purposed. $4,850. Mark (714) 630-5474. CA. (347-50)

### FZR1000/750 Trany/Dry Clutch

Yamaha factory race kit 6 speed close ratio transmission and dry clutch, make a reasonable offer. Consider partial trade for enclosed trailer. (302) 368-7102 after 5:00 p.m. and weekends until 10:00 p.m. Eastern time. (347-48)

### 1995 Mikuni Pin-Up Calendars

The hottest factory bikes and beautiful models. Large 15x15 inch with 16 pages in color. Choose: Fast Dates roadrace bikes, Iron & Lace custom Harleys, Berm Busters motocross, Hot Waves watercraft, and Ripped Pavement all roadrace action. $13.95 each plus $3 S&H per order. Dealers welcome. Phone (818) 993-8273, 8a.m. - 5p.m. PT or mail payment to: Mikuni Calendars, 8910 Mikuni Avenue, Northridge, CA 91324. CA. (247-50/P)

### ATK Closeouts

1 '94 350 Cross Country electric start. Unbelievable low price! Shipping free! 1 '95 Nevada Ralley 605 Limited Edition. Unbelievable low price! Shipping free! 1(800) 658-6213. Motosports. AK. (247-50)

### FZR400 Lose 10 Lbs.

Aluminum subframe two piece design. Call for details. $350. (317) 352-0553. IN. (348-01)

### Stolen! Tom Stevens Leathers

From Performance South Racing at the WERA GNF. Factory Suzuki Dainese leathers. Reward. Call Rich Oliver. (209) 434-0507. CA. (348)

GSXR MOTOR, killer head Cosworth 1201 Carrillo rods, new crank, clutch, conversion with lock up built by Speedy Ogg. Race ready. Evenings (615) 824-6187. TN. (348-50)

### Box Van '84 Ford, KX 250 '94

140k van, fully customized, water tank, work bench lights, cabinets, AC, Alpine stereo, chrome wheels, $6,100. Motorcycle Pro Circuit suspension, Pro Taper bars, Pro Circuit pipe, raced two Pro Nationals, $3,200. (717) 362-3144. PA. (148/P)

KNIGHT ROTAX 600 Kosman Noleen Ceriani extra quick change front wheel and brake 1994 Michigan State Champion. $7,500. (616) 629-4076. MI. (348-49)

### Dwarf Car Motors

ZX11 1993 parting out motor, frame, forks. FJ1200 1986 good running, complete. $1,600. Days (707) 762-3190, nights (707) 585-3772. CA. (348-49)

### RS 750 Honda

Serious inquiries only please. (613) 396-5633. CAN. (348-49)

9832 Acacia Ave., Unit C
Garden Grove, CA 92641

Now available in the USA!
Seized or damaged 2 & 4 stk. aluminum cylinders reconditioned

**EuroTech Engineering**

German ☐ Plating ☐ Technology
Used in BMW ☐ Porsche
☐ Rotax Engines
Prices as low as $125.

Call Today!
(714) 636-4461

---

Order Direct and Save $$$

**HONDA SUZUKI YAMAHA Kawasaki**

- Serving the Public and the Professional
- Factory Service Manuals
- Motorcycle Covers
- Price Books
- Experts in Export
- Dealer Programs Available
- Super Fast Service On Factory Original Parts and Accessories
- Full Line of Aftermarket Items Also on hand: Tires, Helmets, etc.
- Complete Fiche Deck Sets
- Single Fiche Cards
- Fiche Readers at Below Wholesale Quantity Discounts Available

LPS DAILY • NEXT DAY AIR + 2ND DAY AIR SERVICES AVAILABLE

ORDERS 1-800-544-4814
Address All Inquiries To:
EAST COAST WAREHOUSE Rt. 2 Box 64, Wytheville, VA 24382
Customer Service 703-223-1796 FAX 703-223-1325

---

**CYLINDERS REBUILT**

Our WEARMASTER™ rebuilt cylinders are better than new, longer-wearing, smoother running, boreable and backed by a *five-year unlimited mileage warranty* against defects in materials and workmanship. We can rebuild any Nikasil, chrome or iron cylinder. Cylinders are sleeved, bored and honed to exacting specs, ports are all hand-matched for maximum performance.

**CRANKSHAFTS REBUILT**

20 Years Experience • Trust the Experts
• Fast Turnaround

**KUSTOM KRAFT (708) 697-4343**
886 Bluffcity Blvd., Elgin, IL 60120

---

**HONDA**
Discount Parts

**FREE FREIGHT**
OVER $50.00

**LOW - LOW PRICES**
Same Day UPS
Large Inventory
Monday through Friday

**1-800-279-RIDE**
Fax: (602) 949-8024
WESTERN HONDA Scottsdale, AZ

---

**TECH-CARE** SUSPENSION SERVICE

Suspension Maintenance & Modifications
Custom Re-Valving
SHOWA KYB OHLINS
810-666-4651
WHITE BROTHERS AUTHORIZED SERVICE CENTER

Dave Bowman, Inc. 7754 M-59 (Highland Rd)
Small Displacement Motorsports Waterford, MI 48327

---

BACKROADS ADVENTURES
**BRITISH COLUMBIA**

*CANADIAN ROCKIES MOTORCYCLE TOURS*
PHONE 1 800 565 7730
OR (604) 426-8733 FAX (604) 426-8335
RR2 SITE 4-48 CRANBROOK, BC CANADA VIC-4H3

---

**DGY Racing**

We Build Winners
*Motor & Suspension Experts*
708-971-2676

---

**GET SPONSORS!**

Get Jeff Glass' expert advice on approaching and securing sponsorships with his

**GUIDE TO MOTORSPORT SPONSORSHIPS.**

1st 250 orders will receive up to $300 worth of industry savings.

This "one of a kind guide" will provide you with everything you need to secure sponsorships with step-by-step instructions on how to write a resumé and cover letter as well as tips on goal setting and organization.

**1-800-624-1530**

---

THE ORIGINAL **RHINO**

*FULL BODY PANEL SYSTEM*
IN STOCK AND READY TO SHIP
HONDA CR 125 '93-'95
HONDA CR 250 '92-'95
KAWASAKI KX 125 '93-'95
KAWASAKI KX 250 '92-'95
*Other Models Available Soon*
ALSO AVAILABLE
CUSTOM GRAPHICS KITS
CUSTOM AIRBRUSH GRAPHICS
1-800-4-RHINO-9 FAX 1-714-458-8007
1-800-474-4669 1-714-458-8149
OR CONTACT YOUR LOCAL DEALER

---

**BRAKING®** BRAKE SYSTEMS

**Replacement and Performance Rotors**
H.D. • Street Bikes • Road Racing
Off Road • Motocross • Quads
**1-800-484-7848 ext. 1122**
310/798-4830 FAX 310/798-4820

---

OPEN & ENCLOSED CYCLE CARRIERS

**Chariot** CHARIOT MFG. CO.
(813) 855-5801
209 Pickney St. Dept. CN Oldsmar, FL 34677
send for free color brochure
FIBERGLASS TRAILERS

---

**PRO 190 Hinged Stabilizing Knee Brace**
- Constructed of 1/4" thick Neoprene with Velcro Closure
- 170 Degree "Stop Hinge" prevents hyperextension
- Easily fits under riding pants, Non-Restrictive

Measure circumference around center of knee with leg extended & relaxed
12-13"-XS 13¼-14"-S 14¼-15"-M 15¼-17"-L 17¼-18"-XL 18¼-up-XXL
COMPARE! $64 ea. + $4 S/H or $120. for two + $8 S/H
Send Cashiers Check or Money Order (COD accepted) to:
**T&J ENTERPRISES**
3808 Schroer Pl., Valdosta, GA 31602 Ph. (912) 249-9239 after 5p.m. est

---

"SIMPLY THE BEST"
Racing Bodies **SHARKSKINZ** by COMPOSITES UNLIMITED
1-407-388-9621
"SHARKSKINZ Shreds the competition..."
NO: Spider web cracking
GRINDING marks
Brittleness
Chipping

---

**ACTION YAMAHA**
*Northeast America's Leading Yamaha Team Center*
YZ PARTS Fast UPS BIKES Overnight On Request FZR PARTS
(908) 494-5555 **YAMAHA**

---

**Blistered Hands?**
Blisters
*STOP Blisters GUARANTEED!!*
UnderWARE™
100% Kevlar® Glove Liners
*Used by Kevin Windham, Fred Andrews, & many others!!*
See your local dealer or call
800-638-9472 $14.95 plus S&H
Ouch!!
100% Money Back Guarantee *Off-Road Specialties*

---

**JAGG** A New Standard in **OIL COOLERS**
• Quality • Style • Performance
**NEW** ATV & OFF ROAD COVERAGE

HONDA TRX 250 X 300 EX
HONDA TRX 300 2WD 300 4WD
Call or Write for FREE Brochure
Manufactured & Marketed by:
**JAGGER SALES**
P.O. Box H
Centerburg, OH 43011
(614) 625-6228
HONDA XR 600R XR 650L
SUZUKI DR250/350's

---

**America's Sportbike**

**Buell** DIFFERENT IN EVERY SENSE
MOTOR HARLEY-DAVIDSON CYCLES
EARL SMALL'S

High Performance Work
883 Experts
Dynojet Dyno
Machine Shop

Available at:
EARL SMALL'S HARLEY-DAVIDSON
993 South Cobb Drive, Marietta, GA 30060
(404) 919-0000 / (404) 919-0005 FAX

---

THE ORIGINAL
**INSTANT RACE RESULTS!**
UPDATED FROM EVERY CHAMPIONSHIP EVENT!

EUROPEAN & JAPANESE SUPERCROSSES RESULTS!
ONE 900 INF-MOTO
COMMENTARY
POINTS STANDINGS
UPCOMING EVENTS
PLUS '95 SUPERCROSS SERIES

CALL 1-900-463-6686 · 24 HOURS · 7 DAYS · NEVER A BUSY SIGNAL
$2.00 first minute
99¢ each additional
**MOTO LINE®** INFORMATION HOTLINE
Must be 18 years old

---

*What makes a perfect gift for the person who has everything?*
a **CYCLE NEWS** gift susbscription? Call (310) 427-7433 to order today.

---

**BOULDER YAMAHA**
PERFORMANCE ROADRACE SPECIALIST
Parts • Accessories • Service
FZR, YZF & YZ Parts in Stock
Street & Track Accessories in Stock
Visa • Mastercard • Discover • American Express
(800) 788-8393 • FAX (303) 440-0059 • UPS Daily

---

**I-40 MOTOCROSS**
*Lenoir City, Tennessee*
*615-691-7531*
*I-40, Exit 364, Hwy 95, left on Buttermilk Road*

---

**ATK**
MADE TO TURN HEADS
1-800-ATK-8724

---

BOMBARDIER **can-am** ATK
*2-STROKE ENGINE PARTS*
•All parts •All models •All years
Phone (805) 944-1624

---

**PRO-VUE**
PRESCRIPTION GOGGLES
· OZVIZION LENSES · TEAROFFS · ROLL OFFS
357 Sandy Point Ct. NE ROCHESTER, MN 55906
1-800-548-8354
507-367-4991 FAX

---

WERA **EXPERIENCE THE EXCITEMENT**
Motorcycle Roadracing!!
Call North America's Roadracing Leader
WERA (803) 681-9372

---

WHAT YOU WANT WHERE YOU WANT IT
**HINDS MOTORSPORTS**
*"The Enthusiasts Shop"*
1995 TRIUMPH MOTORCYCLES NOW IN STOCK
Columbus, OH 1-800-682-4457
Ducati · Kawasaki · Yamaha

---

**HUSABERG**
AMERICA INC.
1-800-748-8454

---

**BULTACO - OSSA PARTS**
UPS Shipping Daily
Call (413) 786-9170
**HOGAN'S CYCLE SHOP**

---

***Sharp***
Warranted Racing Engines for
Super Stock, Super Bike and Formula II
Complete Engine and CMC Machine Facility
Full Line of Engine Accessories
TEL 713-992-3423 *We Buy Engines!* FAX 713-992-3329

# ADVERTISERS INDEX


4 Strokes Only ..... 30
A&A Racing Service ..... 35
AMA Pro Racing ..... 30
ATK America, Inc. ..... 41
Action Sport Cycles ..... 33
Action Yamaha Of Edison ..... 41
Aerostitch Riderwear ..... 32
AFAM USA, Inc. ..... 35
AGV-USA, Corporation ..... 34
Air-Tech ..... 40
Aircone Inc. ..... 35
Aktive North America ..... 33
Al Baker Racing ..... 37
ALLREDY Canopies ..... 33
Allsport Salvage ..... 39
AMA/Prostar M/C Drag Racing ..... 40
American Honda ..... 34
American Jawa Limited ..... 33
American MC Institute ..... 40
American Suzuki Motor Corp. ..... 35
Andrews Yamaha-Kawasaki ..... 35
Answer Products ..... 39
Applied Racing ..... 35
Arai Helmets ..... 38
Avon Tire ..... 39
Backroads Adventures B.C., Inc. ..... 33
Baja Designs ..... 34
Baja Off Road Tours ..... 32
Barnett Tool & Eng. ..... 33
Bartels' Harley-Davidson ..... 33
Beach Yamaha ..... 35
Bel-Ray Lubricants ..... 34
Bell Helmets ..... 32
Bert's The Motorcycle Mall ..... 27
Bieffe USA, Inc. ..... 35
Bill's Pipes ..... 31
Blendzall ..... 38
Bley USA Inc. ..... 30
BMW MC's of Santa Cruz ..... 35
BMW Of North America ..... 5,39
Boulder Yamaha Inc. ..... 41
Boyesen Engineering ..... 32
Braking USA ..... 41
Brian Myerscough Racing School ..... 35
BT Racing ..... 40
California Cycles KTM ..... 34
California Racing Club ..... 27
Can-Am ..... 41
Carb Parts Warehouse ..... 30
Carbon Tech ..... 39
CEF Racing ..... 33
Chaparral Cycle Supply ..... 35
Chariot Mfg. Co. ..... 41
Charleston Custom Cycle ..... 32
Clarke Mfg. Co. ..... 39
Clean Racing ..... 32
Cometic Gasket ..... 37
Composites Unlimited ..... 41
Copper Gaskets Unlimited ..... 33
Cosmopolitan Motors ..... 32
CRE Imports ..... 37
Cycle Concepts Inc. ..... 37
Cycle News/Daytona Sweepstakes ..... 44
Cycle News Sub Form ..... 3
Cycle Recyclers ..... 38
Cycle Service Inc. ..... 28
Cycle Specialties Athens ..... 30
D&D Motorcycle Service ..... 38
D&D Performance Exhaust ..... 37
D.I.D. ..... 33
Daytona International Speedway ..... 33
Dennis Kirk ..... 40
Devol Engineering ..... 34
Dominator, Inc ..... 40
Donnie Hansen MX Academy ..... 34
Downers Grove Yamaha ..... 33
Ducati ..... 40
Dunlop Tire ..... 34
Earl Small's H-D ..... 41
East Coast Warehouse ..... 41
Engine Dynamics Co. ..... 33
Engines Only ..... 39
Enzo Racing ..... 31
Eric's Motorcycle Co. ..... 37
Euro-Tech Engineering ..... 41
F&L Company ..... 30
Factory Connection ..... 39
Falicon Performance Engineering ..... 40
Fast By Ferracci ..... 37
Fast Company ..... 39
Fast Times Motorsports ..... 39
Fineline Motorsports ..... 33
Finish Line Products ..... 40
FMF Racing ..... 37
Fontana Radiator Service ..... 33
Freewheeling Honda-BMW ..... 30
Fremont Cycle Salvage & Access. ..... 38
GFI Racing ..... 26
Gary Baileys' MX School ..... 37
Glen Helen Racing ..... 28
GP Stabilizer ..... 39
Grand Prix Apparel & Accessories ..... 33,39
Gustafsson Plastics ..... 34
Halls Harley-Davidson ..... 40
Hammerhead Graphics ..... 32
Hansen Motorcycles, Inc. ..... 37
Hap Jones International ..... 39
Hayward Honda ..... 34
Heid's Hodaka ..... 40
Hi-Point Trailers ..... 31
Hind's Kawi/Yam ..... 41
Hogan Cycles ..... 41
Holliday Canopies ..... 38
Husaberg America ..... 41
Husqvarna ..... 40
I-40 Motocross ..... 41
I.C.O. ..... 38
Inter-State Oil Co. ..... 33
International Motorsport ..... 32
JN Innovations ..... 32
Jagg Oil Coolers ..... 41
Jason Fletcher Fund Raiser ..... 27
Johnny B's Travel Lab. ..... 38
Kawasaki Mtrs Dealer Group ..... 16,17
Ken Maely Enterprises ..... 32
Klemm Research ..... 34
Klotz Special Formula Products ..... 33
KTM Of Mojave ..... 32
KTM Sport Motorcycle USA ..... 34
Kustom Kraft Performance Spec. ..... 41
L.R. Enterprises ..... 30
Lake Sugar Tree Motorsport Park ..... 31
Lamson Porting ..... 31
Letko Competition Cycles ..... 31
Lightweight Products ..... 37
Lindemann Engineering ..... 38
Los Angeles Sleeve Co. ..... 25
M.C.C. ..... 38
M/C Concepts ..... 35
Magnum Distribution ..... 37
Manhattan Oil ..... 37
Maxima Racing Lubricants ..... 39
McGraw Insurance Services ..... 35
Megacycle Engineering ..... 37
Metzeler MC Tire ..... 33
Michelin Tire ..... 38
Mickey Thompson Ent. Group ..... 39
Micron North America Ltd. ..... 39
Mid Cities Honda Kawasaki ..... 37
Midwest Racing Association ..... 40
Mike's Cycle Parts ..... 31
Mile Hi Motorsports ..... 37
Mix Minder ..... 27
Moose Racing ..... 34
Moroney's H-D ..... 38
Moto America, Inc. ..... 34
Moto Cycle ..... 33
Moto Liberty Cycle ..... 40
Moto Line ..... 41
Motoplat /PVL Ignitions ..... 33
Motorace ..... 31
Motorcycles Accessories Unlimited ..... 34
Motorcycle Hotline ..... 37
Motul USA, Inc. ..... 35
MSD Ignition ..... 37
MSI Trailers ..... 39
Myler's ..... 31
Nickel Silicon Carbide ..... 38
Nitrous Oxide Systems, Inc. ..... 37
NMA ..... 26
Noleen Racing, Inc. ..... 40
North American S/B Series ..... 34
Northwest Maico & CZ ..... 33
Northwest Sleeve, Inc. ..... 34
Novella Ltd. ..... 33
Oakland Sport Center ..... 27
Off Road Specialties ..... 41
Opticus Inc. ..... 34
Orange County Suzuki ..... 30
PBI Sprockets ..... 30
Penske Racing Shocks ..... 35
Performance Engineering ..... 31
Performance Machine ..... 35
Pettersson Pro Suspension ..... 35
PJ1 Corporation ..... 38
Pomona Valley Kawasaki ..... 30
Power, Inc. ..... 39
Powroll Inc. ..... 33
Precision Winding ..... 35
Pro Action Technology ..... 33
Pro Art Works ..... 35
Pro Circuit Racing ..... 34
Pro Pad Products ..... 32
Pro Plates ..... 31
Pro-Vue Lenses ..... 41
R D W Graphics ..... 33
R.K. Chain ..... 31
Race Tech ..... 26,31
Racing Engine Components ..... 31
Racing Enterprises ..... 28
Rancho M/C Dismantling ..... 39
Regina USA, Inc. ..... 39
Rhino Moto Skins ..... 41
Rider Appreciation Ad ..... 28
Rocket Rex Racing ..... 40
Ron Wood Racing ..... 35
SRA G.P. ..... 26
Santa Clara County MC Park ..... 28
Schilling Products ..... 35
Sharp Racing ..... 41
Shoei Helmets ..... 32
Shoup Enterprise ..... 31
Slater Bros. ..... 31
Sloan's Hon/Yam/Suz Racing ..... 37
Sole Performance ..... 33
Spectro Oils of America ..... 39
Sportland ..... 37
Sprocket Specialists ..... 31
Staintune ..... 39
Starwest Supercross Park ..... 27
Steve Storz Performance ..... 32
StickerPoint USA, Inc. ..... 37
Sudco International ..... 37
Sunstar Engineering ..... 34
Superbike Mike Engineering ..... 33,37
Surf Racing ..... 41
Syed Leathers ..... 30
T & J Enterprises ..... 41
Tacoma Yamaha ..... 26
Team Calamari YSR ..... 37
Tech Products ..... 31
Tech-Care Suspension Service ..... 41
Terrycable ..... 34
Thousand Oaks KTM ..... 27
Thousand Oaks Yamaha ..... 26
Thunder Werks Racing ..... 33
Tony D MX School ..... 40
Too Tech Suspension ..... 40
Torco Racing Oils ..... 30
Tri-R Distributing Inc. ..... 39
Trick Racing Fuel ..... 33
TSR ..... 28
Two Brothers Racing ..... 35
Two Wheels Dual Sport Adventure ..... 37
UFO ..... 31
U.S. Maico/Wulfsports ..... 38
Uni Filter, Inc. ..... 34
USA Arenacross ..... 26
USA Sports ..... 31
Vanson Leathers ..... 32
Vintage Iron ..... 30
VP Racing Fuel Inc. ..... 32
WERA ..... 41
Walt-Schaffer Cycle Supply ..... 40
Web-Cam ..... 33
Western Honda ..... 41
Western Manufacturing Corp. ..... 32
Wheel Works ..... 39
White Brothers Cycle Specialties ..... 31
Wide Open Racing ..... 38
Willow Springs Motorcycle Club ..... 24
Wilwood Engineering ..... 31
Wiseco ..... 34
Works Connection ..... 34
Works Enduro Rider/WER ..... 37
Works Performance Products ..... 38
WorldSports ..... 40
Yamaha Dealer Group ..... 25
Yamaha Motor Corp ..... 30
Yamaha Motors Dealer Group ..... 12,13
Yoshimura R & D ..... 34
Z Racing ..... 39
Zero Nine Mfg. ..... 35


## CYCLE NEWS PRODUCT ORDER FORM

**Fill out completely and print clearly.**
**Send order to:** Cycle News Products, P.O. Box 498, Long Beach, CA 90801
24 HR FAX or Order line (charge orders only please) (310) 427-6685

Name _____

Address _____

City _____ State _____ Zip _____

Phone (_____) _____

Payment method: ❑ Check or ❑ Money Order, (sorry, no CODs)
Charge my ❑ VISA ❑ Mastercard ($5.00 minimum for charge orders)

Cardholder's Name _____

Credit Card Number _____ Exp. Date _____

### Embroidered Cycle News Hats

"CN " on Front, "Cycle News" logo over back arch
(1st color is hat top, 2nd color is hat bill)

_____White/Black at $16.95 _____
_____Gray/Red at $16.95 _____
_____Gray/Black at $16.95 _____

### MX Jerseys

_____Cycle News at $29.95 _____
(Size: M _____ L _____ XL _____ XXL _____)

### T-Shirts

_____Team Smitty at $11.95 _____
(Size: M _____ L _____ XL _____ XXL _____)
_____CN "30 Years" Black at $11.95 _____
(Size: M _____ L _____ XL _____ XXL _____)

### Miscellaneous

_____CN Umbrella at $29.95 _____
_____MX Cat Comic Book at .75 _____
_____Team Smitty Comic Book at $2.95 _____
_____Cycle News Stickers at 2 for $1.00 _____
_____Cycle News "Flag Stickers" at 3 for $2.00 _____

### Total

CA res. add 7 1/4% sales tax _____
LA County add 8 1/4% sales tax _____
Shipping and Handling included _____
Foreign orders add $15 S/H _____
**Order Total** _____



### '91 KTM 500 MXC and '92 KTM 550

'91 500 is completely rebuilt new piston rod crank and barrel. New chain sprockets and Excell rims, new Renthals and plastic. Imacc. must see! '92 550 has works ignition completely reworked susp. by Eurocycles braking pads, new Renthals, flowed carb, Spes pipe, Works silencer. Mount for steering damper. Extremely fast! Expert owned. Must see! Call Mark (408) 778-5769. CA. (346-48)

FOR SALE: 1994 KX250, fresh, $3,000. (813) 722-4638. FL. (348-01)

### CBR900 Race Parts, Spares

Cycle Motion Racing is selling all endurance equipment, bikes, and spares inventory. Tons of O.E. pulloffs and trick race parts. Keihin, Marchesini, Carrillo, Penske, PM, Brembo, etc. Also complete motors, two complete bikes, extra frame title, quick-fill equipment, 8 gallon tanks, auxiliary fuel tanks, recycling catch cans and other one-off items. Everything must liquidated. Landers. (205) 933-5640. (346-50)

'93 ZX-7 PARTS; parting the whole bike including engine. Also looking for ZX-7R carburator. Call Neill at (512) 451-3074. TX. (346-49)

### '94 CR250R

Excellent condition, Race Tech, Pro Tapers, Answer, Bill's pipe, Red valve. $3,500/obo. (303) 824-7167. CO. (346-47)

### ★1987 Honda CR500★

FMF pipe, Renthal bars, excellent condition, low hours and vet owned. $1,200 or obo. Call Craig (310) 493-6198. CA. (546-TFN)

GARAGE SALE; '82 YZ250S motor $75, '82 YZ490S motor, frame, etc. 40mm Lectron power jet new $125; Metzler 100/90/18 R.R. compound $50; '85 FJ600 front end complete $100 w/ extra wheel; Bill's down pipe. YZ490L or later $150. (216) 252-3461. OH. (147-48)

### Gary Semics MX Techniques Video

Series. From former SX Champion and former trainer of SX sensation Jeremy "Showtime" McGrath. Learn how to practice and master all the techniques, fundamentals, and tricks that Jeremy and the other top pros use. Beneficial for all off-road riders. Video 1 $29.95 - Videos 2 and 3, $39.95 each. $4 shipping. Fast deliveries. Visa and Master Card accepted. GSMXS Dept. CN, 9250 Woodworth Rd., N. Lima, OH 44452. (216) 726-0147. OH.(346-49/P)

SECA II 1993 3 races. All the good stuff plus all street parts. $3,500. Bill (317) 288-6611. IN. (147-48)

### 1984 Kawasaki 750 Turbo

Excellent original condition, low miles, completely stock terrific example of high performance bike, increasing in value. $3,500/obo.(714) 551-2192. CA. (147-49)

### 1986 Ducati F1 Parts

41mm Ceriani forks, Brembo calipers, full floating rotors, master cylinder, triple clamps, fender, 16" Oscam wheel. Will separate. Call for prices. (414) 739-3171. WI. (147-50)

### Fork Seal Drivers

Properly install seals, wipers, and bushings. Avoid costly damage! 41mm, 43mm, 45mm. Call (818) 248-BIKE. CA. (248-49/P)

### 1995 Ducati's In Stock

Limited supply of 1995 Ducati's in stock. 916s, 900SPs, 900CRs. Koup's Kawasaki/Ducati, Harrisburg, PA. (717) 939-7182. PA. (247-48)

### '94 KTM 400LC4

Nearly new, must sell, need cash $4,500 neg. (210) 492-2463 or (210) 490-1482. TX. (347-50)

### Attention Racers

Wanted; Racing leathers, approx. size 42/32. William. (602) 835-0218. AZ. (347-49)

### '92 Ducati 851 Superbike

1970 miles, no disappointments. $9,500/obo. (609) 596-8453. NJ. (347-48)

### Wanted:

Knight short track part or whole rolling chassis for liquid cooled Honda 250. (817) 283-0927. TX. (347-50)

### Leathers

Syed, 1 yr. old, black/white, 5'11", 170 lbs. $500. (713) 949-5947. TX. (147-48)

### Trail Boss 20Ft. Trailer

Man side door, ramp rear, two skylights, 110V and 12V lighting, cabinets, bench, elec. brakes, new tires, air conditioning, more. $4,500. (713) 949-5947. TX. (147-48)

### '91 GSXR 1100 Frame

With title. Frame only. (602) 942-7480. AZ. (346-48/EOI)

'94 KX80, good shape, 50 hrs. $1,800. '90 KDX200 $1,200. '86 RM250 $900. (619) 371-2122. CA. (348-49)

1982 GS1000S KATANA 1300cc cams, oversize valves, welded crank, straight cut primary gears, 40mm smooth bores and much more, over $7,000 invested, 140+ h.p., 100 FT-lbs. toque at the rear wheel. $5,495/obo. (603) 528-5108. NH. (148-49)

### YZ80, CR80, KX80, RM80 & RMX

Works Connection "Aluminum Frame Guards." Available now for all 80cc-500cc bikes and '95 KDX200 and XR600. Comes with stainless hardware, bolts on in minutes. As used by "Team Suzuki." All 1995s in stock now! $49.95 pr. (800) 349-1475. CA. (248/P)

'93 ZX-7 transmission $90, swingarm $120, alternator $90, calipers, engine parts. Call Dave (914) 623-5446. NY. (348)

### '94 XR650L

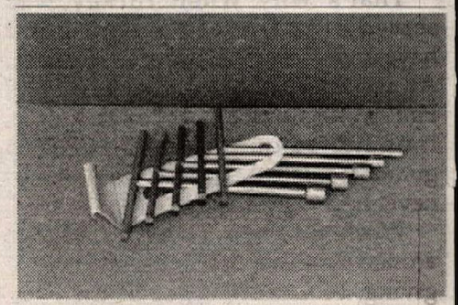
Pirelli tires, IMS tank, senior owned. (619) 329-4179. CA. (348-49)

PARTING 1993 YAMAHA FZR600, 1989 Hawk, entire bikes, GSXR parts. (714) 841-1874. CA.(348)

WANTED: FOX shock for RZ-350. Call after 10 a.m. PST please. (206) 898-3078. WA. (348)

### Marzocchi M1R

Forks $200/obo. (619) 746-9966, (619) 698-1362. CA. (348-50)



### T-Handles

8, 10, 12, 14, 17mm $29.95 set. Sano aluminum holding rack $19.95. Great gift idea. Scotts (818) 248-6747. CA. (248-49/P)

### Hot New McGrath Video

Come hang out with the Supercross champ. Watch McGrath get whipped at his private SX track. Skeet shooting with friends, and an in-depth interview. Great stocking stuffer! Only $16.95 plus $4.95 S/H. Send check or m/o to: Moto 'n Motion, 5542 Monterey Rd., #170, San Jose, CA 95138. 1(800) 972-5440. CA. (148-49)

### "Final Leather Suit Sale"

If your thinking about a leathersuit this is your last chance to save over 1/2 off Fieldsheer, Taichi and Prosport!! Alpha - reg. $999.95, now only $459.99. Tora - reg. $799.95, now only $399.99. Laser - reg. $789.95, now only $399.99. Phantom - reg. $699.95, now only $299.99.And more, sizing limited. Call now!! 1(800) 825-5158 or (313) 769-9815. (248-01)

GSXR7505RG LTD 1986 perfect, 1985 RG500 Gamma, showroom, stock. Your choice $5,000. (206) 736-2138. WA. (147-48)

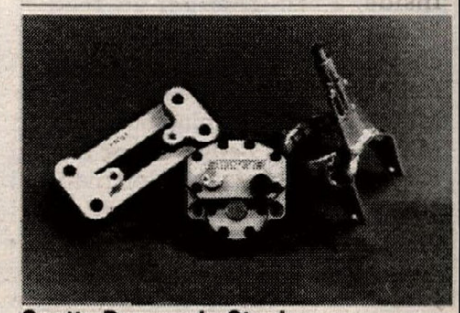
### Woods Rotax 600

Engine not fired since complete rebuild. Marzocchi, Progressive, Grimeca, Wiseco, Mikuni. Spare swing arm and glass. Will separate, any combination possible. Must sell, quitting. $4,300/obo. Also '87 YSR 50. Toomey pipe $475. (910) 434-1087. NC. (147-49)

1985 YAMAHA TZ250S. Deltabox frame, fresh motor, suspension, Brembo brakes, Marvic wheels, and more. Very fast. $4,000/obo. (805) 259-8856. CA. (147-48)

### 1990 ZX-7

$4,500. (203) 564-1616, (203) 564-5490. CT. (347-48)



### Scotts Damper In Stock

The only damper adjustable while you ride. Don't settle for second best! Call for more info. (818) 248-BIKE. CA. (248-49/P)

# TEARDOWN

By Paul Carruthers

**The author and his wife, training on a scooter somewhere in Mexico, circa November '94.**

Carlsbad Raceway. For many those two words conjure up memories of great racing moments. Memories of Gerrit Wolsink, the racing dentist, making a mockery out of the so-called American motocross stars. Of Marty Moates finally ending the humiliation at that same race track only a few short miles from the Pacific Ocean in Southern California. Of road racing King Eddie Lawson racing against motocross hero Danny Chandler in the Superbikers' made-for-TV event.

My more recent memories of Carlsbad Raceway, though, are of trying to complete the 45 minutes of hell known as the Christmas Grand Prix. Of swallowing vomit with two laps to go. Of using all of the Lamaze breathing techniques I'd learned during my wife's first pregnancy. Of watching older, uglier, less-talented individuals ride off into the distance.

If only I'd trained harder. If only I'd ridden more. If only I wasn't such a lazy, good-for-nothing fat slob. I could be the best. I could be Dr. Wolsink, Mr. Moates...

That's why when turkey was served over Thanksgiving, I didn't have any. Desert? Get out of my face. An ice cold beer? Not on your life. Holiday or no holiday, I'm in serious training. To quit now would be to guarantee defeat. To lose would be to never hear the end.

When the leaves (okay, palms) fall around here we think not of Thanksgiving, of Christmas, or of the New Year, we think only of one thing - the Christmas Grand Prix. It is in early December that the *Cycle News* staff heads to Carlsbad Raceway. It is at Carlsbad that editors, advertising salesman, proofreaders and office lackeys (fortunately, not Brad) transform overnight into wanna-be Jeremy McGraths. We don our brand-new riding gear, we kick start our brand-new motocross bikes and we do battle. All in the name of year-long office bragging rights.

Fortunately, bragging comes in many different forms, allowing for many different levels of swagger. There are those who can boast about winning, and then there are the rest of us. I fall into the second category. Simply put, there are three things in life I can be guaranteed of - death, taxes and never being able to taste victory in the year-end Grand Prix. But for me this isn't about winning, it's about not losing. Losing would mean finishing lower than say sixth (out of 12 or 13). Losing would be horrible.

If I vomit, or if I breathe like a pregnant woman, I will have lost. Losing is bad, especially in a group like this. That's why this year, I'm passing on the turkey, the beer, the desert. That's why I'm training. That's why I've subjected myself to motocross riding lessons from the greats (Mssrs. Maeda, Jonnum and Palmer) of the office.

"Squeeze the bike with your legs."

"Keep the thing pinned through the rough stuff."

"Stand up more."

"You sit down too much. That thing isn't your couch. Stand up."

"Sit up closer to the bars in the corners. Keep your leg straight. Carry more speed through the whoops. Jump farther. Lift your elbows up. Gas it, gasit, gassssssit..."

More often than not, I awake at night in pure ecstasy from a dream in which I win. And win big. I'm on the podium at Carlsbad. Wolsink himself is dressed up as the trophy girl. Moates gives me the thumbs-up from the crowd. My associates are busy working on the cover of the new *Cycle News* - CARRUTHERS TAKES GP - the headline reads. Team Smitty calls to congratulate me. My parents are proud. My elementary school teachers come out of the woodwork to give interviews to Hard Copy. Life is good. I've won.

Then there are the other nights. The nights when the dream is not about winning, but about losing. About being humiliated. Those are the nights when the grim reaper himself, Donn Maeda, stands over me. He's shouting. He's telling me to stand up. He's telling me that my riding gear looks dated. He hates my helmet. I'm not squeezing the bike between my legs. The bike is not pinned and it never has been...

I fall back to sleep, but it's never the same happy-go-lucky dreams of pure domination. Instead of winning, I'm losing. The associate editor of *Personal Watercraft Illustrated* passes me off a jump, an advertising sales guy closes in through the whoops, then passes me in a tight right-hander. It doesn't end there. The publisher flies by, waving my paycheck. And it seems to get smaller as he pulls away. I rub my eyes, but I still see one of the other editors with his hand on my check. An ad guy as old as my father rides by like I'm tied to a hay bale. He's on a vintage bike. Then comes the assistant - yep, assistant - editor. He sails by me off the start/finish-line jump, elbows tucked in tightly, stomach bulging, in clear view of my family, non-racing co-workers, strangers I don't even care about. I feel their disgusted stares pierce my brand-new chest protector.

I'm the editor, dammit. This isn't supposed to happen. I grew up at the race track. My father used to race. Heck, he was even pretty good at it. I write stories about motorcycles every day. I never spell a word wrong. I've got the biggest office in my department. I just won the office football pool.

I wake up, the awful taste of vomit still fresh in the back of my throat. My wife also wakes up, the smell of my sweat too much to bear. I sit up to see my two children standing off in the corner; they turn in disgust, and head back to their bedrooms.

I've reached the point of pure desperation. I'll do anything not to lose. It's three in the morning. It's dark. It's cold. Still, motivation fills my body. I quickly jump out of bed. I throw on my running shoes. I hit the pavement and I hit it hard. Motivation comes easy. I see the assistant editor, I see the old ad guy, the ad guy with the stomach roll. I see Maeda sneering. I hear Chris Jonnum giggle.

The sounds of Beck fill my headphones as my feet slap the pavement.

"I'm a loser baby, so why don't you kill me."

The channel changes automatically. Now it's Queen.

"We are the champions, my friends, and we'll keep on fighting till the end..."

Confused, I don't know whether to run or sit. In years past I would have sat. Not this year. I run onward.

The holidays just aren't the same anymore. CN

# LOOKING BACK...

**25 YEARS AGO...**
**December 16, 1969**

A bikini-clad honey aboard the new **Boss Minichopper** by Bonanza graced the front cover. The bike was powered by a five-speed Hodaka engine. Inside, a Minichopper ad read: "Lean way back, reach for these chromed rider handlebars, get that feel of being in command. That's the Minichopper!" Reigning 500cc World MX Champion **Bengt Aberg** topped **Roger DeCoster** for the International class at the Carlsbad Raceway round of the Inter-Am series. **Bryar Holcomb** was the winner in the 125cc Junior class. An ad for the **Webco Face Guard** showed a picture of a football-style nylon face guard. It cost $3.95. **Gary Bailey** was conducting a special Sunday afternoon riding seminar at **Ascot Raceway**. Classified ads for pit bull puppies, a '65 Ford Mustang and garage liability insurance filled the pages of *Cycle News*...

**15 YEARS AGO...**
**December 12, 1979**

Reigning Trans - USA MX Series Champion **Kent Howerton** topped the inaugural **Superbikers** race aboard a factory Suzuki, edging out fellow motocrossers **Jim Weinert** and **Jeff Ward**. The top non-MXer was fourth-placed **Steve Eklund**. Grand National Champion **Jay Springsteen** earned the winner's $86,250 share of the $465,000 Winston Pro Series Point Fund. **Micky Dymond** finished third in the 250cc Novice class at Saddleback MX. **Sue Fish** returned to her winning ways at an invitational women's MX race, held at Carlsbad, the day after the Superbikers. Fish had previously missed a year of competition because of extensive injuries suffered in a practice crash. 500cc World MX Champion **Graham Noyce** signed a contract to wear Fox Racing protective gear. A Kawasaki KDM80 mini bike cost $499. **Ceet Racing** covers cost $17.95 for black, $20.95 for those flashy two-tone colored ones...

**5 YEARS AGO...**
**December 6, 1989**

Flyin' **Fred Merkel** wrapped up his second consecutive World Superbike Championship in New Zealand aboard his factory Honda RC30. **Terry Rymer** and **Stephane Mertens** split the race wins, but Merkel's 3-3 finishes were good enough to earn the title. **Jean-Michel Bayle** scored his first major supercross win by topping **Rick Johnson** and **Jeff Ward** at the Tokyo Supercross, while **Damon Bradshaw** beat out Bayle and **Jeff Stanton** at the Osaka SX. Bradshaw was decked out in Fox zebra skin leathers, Bayle wore JT "Bone Head" clothes, Ward's Sinisalo gear featured a brick wall design, and Johnson's JT "Cyborg" leathers had a robotic design. (And we all thought they were pretty cool.) **David Bailey** moved to San Diego to begin work as a helmet painter at JT Racing. **Kenny Coolbeth** finished fifth in the 80cc class at the Timonium Indoor Short Track. Disgusted with the American MX scene, **Donny Schmit** signed a two-year contract with Bieffe Suzuki to contest the 125cc World Championship Series... CN

# CYCLE NEWS®

## presents the

# 1995 DAYTONA SWEEPSTAKES

**Enter now for a chance to win a 6 day / 5 night vacation for two to Daytona Beach, Florida for the running of the 54th DAYTONA 200 by Arai HELMETS and the 1995 celebration of CAMEL MOTORCYCLE WEEK**

## GRAND PRIZE

- **TravelCraft Bike Week Package Including Airline Travel, Hotel/Rental Car Package for Two (2) for 6 days/5 nights**
- **One year subscription to CYCLE NEWS**
- **Two VIP tickets to events including . . .**

**DAYTONA BUDWEISER 600cc NATIONAL**
**Friday Night, March 10, 1995**

**AMA GRAND NAT'L C'SHIP Camel Pro SERIES OPENER**
**Saturday Night, March 11, 1995**

**25th DAYTONA SUPERCROSS by HONDA**
**Saturday, March 11, 1995**

**54th DAYTONA 200 by Arai HELMETS Superbike Classic**
**Sunday, March 12, 1995**

**2nd PRIZE** - Two Arai HELMETS Regent Helmets
- One Year Subscription to CYCLE NEWS

**3rd PRIZE** - AEROSTICH RIDERWEAR Darien Jacket and Pants or Roadcrafter Suit. (Winner's Choice)
- One Year Subscription to CYCLE NEWS

Prizes and promotional assistance provided by:

TRAVEL CRAFT™

DAYTONA®

Arai HELMETS®

AEROSTICH RIDERWEAR

CYCLE NEWS presents the 1995 DAYTONA SWEEPSTAKES

**Official Entry Form-Mail Today**

❑ No, I don't want to subscribe, but please enter me in the sweepstakes.

Name _____

Address _____

City _____ State _____ Zip _____

Phone # _____ Order Date _____

One Year (50 Issues), 2nd Class Canada or Mexico and all other foreign countries $78.00 (US Funds). First class and airmail rates available upon request.

❑ **YES**, I want to subscribe to CYCLE NEWS and be entered in the Daytona Sweepstakes - $38.00/one year, 50 issues.

This is a: ❑ New Subscription ❑ Renewal

❑ Please bill me one payment of $38.00

❑ Bill 3 EZ payments of $12.67 each

❑ Enclosed is my check or money order

Charge my ❑ VISA ❑ MasterCard

Charge Card# _____

Signature _____ Exp. Date _____

Send To: **Cycle News, Inc.**
**1995 Daytona Sweepstakes**
P.O. Box 498, Long Beach, CA 90801-0498

No Purchase necessary. Fill out the official entry form (or a 3"x5" facsimile), including your name, address, city, state, zip code and phone number. Entries (one per person) must be received by Cycle News, Inc. by January 10, 1995. Final drawing will be held on January 13, 1995. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News, Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News, Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prize. Individual travel vendors may have specific restrictions. Car rental may require minimum age and credit requirement. Car rental includes rental only. Other costs including gas, insurance, options, sales tax not included. Winner shall be solely responsible for any and all damages and/or theft to rented vehicle. Substitute prize(s) or cash consideration shall not be made in the event that the prize winner cannot use any and/or all portions of the prize. In accepting the prize, the winner grants Cycle News, Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News, Inc., Daytona International Speedway, Camel Pro, Aerostich, Arai Helmets, Travelcraft and their families are not eligible.